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IRISH PEACE.

SERIOUS DEVELOPMENT REPORTED.

Mr. Lloyd George Hurries Home.

(Reuter's Service.)

London, August 11. In the House of Commons, Mr. Chamberlain announced that he had received Mr. De Valera's reply, which had been immediately transmitted to Mr. Lloyd George. Mr. Chamberlain hoped that the latter would be able to make a statement on Ireland on Tuesday or Wednesday.

The Sinn Féin authorities in Dublin announce that the Irish representatives at Paris, Rome, and Washington have been recalled to attend the coming meeting of Dail Eireann. The British Government has undertaken to issue passports to facilitate their journey.

Mr. Lloyd George Returning from Paris.

Paris, August 11.

Owing to the nature of Mr. De Valera's reply, Mr. Lloyd George is returning to London to-morrow. The other members of the British delegation are remaining in Paris.

"Grave News."

Later.

A French source declares that Mr. Lloyd George has received grave news as regards the negotiations with Ireland. The Sinn Féin reply envisages the breaking off of negotiations.

A British source says that the Cabinet is meeting on Saturday to consider De Valera's reply.

A Calmer View.

London, August 11.

Enquiries in London do not support the French alarmist forecast of the Irish reply. Well-informed circles state that the communication is in the nature of a continuation of the informal talks with Mr. Lloyd George, naturally inviting a reply and tending to a continuance of the negotiations which the latest development in the situation does not jeopardise. Meanwhile, it seems significant that Messrs. Baron, McGrath and O'Brien have re-occupied a suite of rooms in the Grosvenor Hotel, London, taken by Sinn Féin during De Valera's recent visit. McGrath states that their stay is indefinite.

THE SUPREME COUNCIL IN LIVELY SESSION.

Upper Silesia Again.

Paris, August 11.

Mr. Lloyd George and Lord Curzon breakfasted with M. Briand and M. Loucheur at an hotel, the party developing into a more or less informal conference. Subsequently the Premiers motored to Rambouillet to lunch with M. Millerand.

The meeting of the Supreme Council fixed for the afternoon was adjourned until the experts had finished their report on Upper Silesia.

According to a French source, the report splits the industrial triangle into many fractions, finding it impossible to divide the large towns, and leaves to the Supreme Council the task of piecing the fractions together and fixing the frontier. Apparently the French and British standpoints are again conflicting.

The Question of Military Control of Germany.

Paris, August 11.

If French papers are to be believed, the proceedings at the Supreme Council were of the liveliest. The *Matin* says that Lord Curzon and the Marquis della Torretta demanded the ending of Allied military control of Germany. M. Briand retorted that, with the League of Nations scarcely organized, the abandonment of control would be premature, and asserted that clandestine depots for arms had been discovered recently, also wagons loaded with material destined for Silesia. Marshal Foch declared that Germany not merely retained military aeroplanes, but had built new ones.

Mr. Lloyd George intervened in a conciliatory vein, saying that it was more sensible to milk the cow than to cut it up into beefsteaks. M. Briand replied that all he asked was that the cow should not turn its horns in our direction.

Mr. Lloyd George Proposes New Line of Demarcation.

Paris, August 11.

To-day Mr. Lloyd George re-conferred with M. Briand as regards Upper Silesia until seven in the evening, after which M. Briand declared that agreement had not been reached. He would continue hopeful to the end. Mr. Lloyd George is seeing M. Briand to-morrow before his departure. The British Premier proposed a new demarcation line for the German-Polish frontier, which M. Briand has submitted to his experts.

CONVICTED SPIES ESCAPE FROM PRISON.

Frenchmen who Betrayed their Countrymen.

Paris, August 11.

Paul Coursier, Court-martialled a fortnight ago and sentenced to ten years' imprisonment as a spy employed by the notorious "Blonde Lady" and for denouncing his compatriots to the Germans, escaped from the military prison at Lille with two other convicted spies by means of duplicate keys and a rope-ladder without being observed. It is believed that he has reached Belgium.

PRESIDENT'S FATHER MARRIES.

Seventy-Six Weds Fifty-Two.

Monroe, Michigan.

Dr. Harding aged seventy-six, the President's father has married his nurse, Miss Severns, who is fifty-two years of age.

FAMINE-STRICKEN RUSSIA.

America Stipulates for the Release of all Prisoners.

(Reuter's Service.)

London, August 11.

The American relief administration representatives in London state that the Soviet has released so far only six American prisoners. Nothing can be done as regards the famine in Russia until the remaining 21 have been liberated.

Population Fleeing to Siberia.

Riga, August 11.

The local representatives of the Soviet have assured Latvia that she has nothing to fear in respect of invasion by famine-stricken Russians, as the movement of the fleeing populations is towards Siberia and the south-west provinces of Russia.

Soviet Relaxing its Attitude towards Foreign Companies.

London, August 11.

Relaxation of the hostile Soviet policy against foreign interests is indicated by the fact that Lenin's Government has invited Mr. Leslie Urquhart, chairman of the Russo-Asiatic Consolidated Co., accompanied by five technical experts, to proceed to Moscow to pursue the prefatory negotiation started by Krassin in London with a view to the return of the Russo-Asiatic Co's Siberian properties. It is expected that an agreement will be concluded in a few weeks.

The *Financial Times* understands that, while Mr. Urquhart's visit is primarily concerned with his own company's properties, he will be able to protect other great British interests in Russia. The newspaper believes that all future agreements will be modelled on the Russo-Asiatic Co. settlement.

Grant of £30,000,000-£50,000,000 Proposed in the Lords.

In the House of Lords, Lord Asquith inquired, in regard to the famine in Russia, whether measures were being considered to prevent the spread of cholera to the Dominions. Lord Emmott said that Russia was faced with a terrible catastrophe, which would react upon the whole world. It was our duty to do our utmost. Lord Macdonnell opined that no Government in the world was capable of coping with the calamity threatening Eastern Europe; the only available system was the one elaborated in India during his residence there, in which the most important provision was to secure a pure water supply. He declared that experiences in India showed that when people were wandering all over the country the only method was to establish a large famine camp keeping the people there until they could be returned to villages; then to establish the village system of administration which was established in India. He urged the Government to grant £30,000,000 to £50,000,000 for this purpose.

Lord Crawford, replying, said that official information from Russia was meagre, but it was clear that the position was one of the utmost danger, involving partial or complete failure of crops in the middle and lower basins of the Volga. The Soviet reported 27,000 cases of cholera. Measures were being taken to keep our sea borne cases. All the Dominions had been fully informed of the situation. The Supreme Council is considering remedial action, which will have to include preventative measures as regards the spread of disease to the Dominion.

U.S. TRADE RETURNS.

Heavy Drop in Exports.

Washington, August 11.

Features of the July statement of the Department of Commerce are the enormous drop in foreign trade compared with the corresponding month of last year and the big gold imports. The figures show general exports of \$322,000,000 for July compared with \$136,000,000 for the previous month, and \$351,000,000 for July last year. Imports amounted to \$178,000,000 for July and \$185,000,000 for June against \$307,000,000 for July last year. Imports of gold amounted to \$54,250,000 against \$19,800,000 for July last year, of silver \$4,500,000 in July against \$6,500,000 in July last year. Exports of gold amounted to \$3,750,000 in July against \$21,800,000 in July last year, and silver exports to \$5,000,000 against \$5,500,000.

AUSTRALIANS' HUGE SCORE.

Kent field a Long Innings.

London, August 11.

At Canterbury, before twelve thousand people in fine weather the Australians, on a fast wicket carried their score to 676. The visitors batted seven and a half hours. Nine bowlers were tried, but the rate of scoring was not affected. Macartney made 155, including twenty fours, by good all-round play. Gregory and Carter scored 78 and 57 respectively, while Mayne made 157 not out. Kent have scored 40 for 2. Although the final Test Match starts on Saturday, play will be continued to-morrow.

THE MOUNT EVEREST EXPEDITION.

No Practicable Route to Summit Yet.

Simla, August 11.

The Mount Everest expedition is still exploring the country round Tigris, and 6,500 square miles have now been completed. A photographic survey of Mount Everest has been commenced, but has been hampered by the monsoon and clouds. No practicable route to the summit has yet been discovered.

RESIGNATION OF SPANISH CABINET.

Madrid, August 11.

The Cabinet has resigned. King Alfonso has asked Señor Maura to form a Cabinet.

THE PACIFIC CONFERENCE.

No Further Progress at Present.

(Reuter's Service.)

London, August 11.

Reuter is informed that no further progress has been made as regards the Pacific conference. No communication has yet been received from Washington as regards the agenda. The feeling in British official quarters is that the absence from London for any length of time of the Premier and the Foreign Secretary would only be warrantable if there were a guarantee that the conference would deal with practical issues. It appears that a number of suggestions emanated from Great Britain with a view to facilitating the work of the conference, but these were dropped in deference to an expression of official opinion in the United States, with whom the initiative now rests. It is understood that whatever date is fixed for the conference it will be sufficiently far ahead to permit of consultation between Mr. Lloyd George and the Dominion Premiers.

China Not Invited to Armament Discussion.

Washington, August 11.

President Harding's formal invitations to the disarmament and Far Eastern conference have been despatched to Britain, France, Italy, Japan, and China. No limitation is placed upon the scope of the discussions. It is, however, suggested that naval armaments may naturally have the first place on the agenda, although it has been thought best not to exclude questions pertaining to other forms of armament from the subjects to be considered. The communication to China does not include an invitation to the disarmament conference, but requests the Chinese Government to participate in the discussion of the Pacific and Far Eastern affairs.

Terms of the Invitation.

Washington, August 12.

The text of President Harding's invitation declares that the President is deeply gratified at the cordial response to his suggestion of a conference on the subject of the limitation of armaments, in connection with which the Pacific and Far Eastern problems will be discussed. He describes the encumbrance placed upon productive labour by the enormous disbursements in armament rivalries, which are not without economic justification, but are a constant menace to the peace of the world rather than an assurance of its preservation. He believes the time is opportune for the Powers to approach the subject directly and in conference, at which while naval armaments will naturally have first place it is thought best not to exclude questions pertaining to other armaments. It may also be found advisable to formulate proposals by which the use of new agencies of warfare may be suitably controlled. After emphasising the utility of hoping to achieve a final assurance of peace without a practical effort to remove the causes of misunderstanding, the President concludes that it is not the purpose of the United States to attempt to define the scope of the discussion regarding the Pacific and the Far East, which should be the subject of suggestions to be exchanged before the conference in the expectation that a spirit of friendship and cordial appreciation of the importance of the elimination of the sources of controversy will govern the final decision.

The invitation fixes the date of the conference as November 11.

THE PHILIPPINES GOVERNOR.

General Wood's Willingness.

Washington, August 11.

General Leonard Wood has expressed his willingness to accept the offer of Governorship of the Philippines.

(Other Telegrams on Page 2.)

CHINA COAST OFFICERS.

Latest Changes.

Mr. A. Cook, from reserve has gone chief officer, Shengking. Mr. C.B. Adkins, chief officer, Shengking, has signed off.

Mr. D. D. Richards, second officer, Shantung, has signed off. Mr. A. L. Jones has been appointed second officer, Shantung.

Mr. A. McVean, second engineer, Soochow, has gone second engineer, Shansi.

Mr. D. McCormack, second engineer, Shansi, has gone second engineer, Soochow.

Mr. W. J. Gordon, from leave, has gone third engineer, Szechuen. Mr. R. V. Jones, third engineer, Szechuen, has signed off.

Mr. N. H. Grieg, second officer, Waishing, has gone chief officer, same ship.

Mr. R. G. Palmer, chief officer, Waishing, is on leave.

Mr. T. Ogier, second officer, Wosang, has gone acting chief officer, same ship. Mr. E. C. H. Turner, acting chief officer, Wosang, has resigned.

Mr. R. J. T. Hopkins, supernumerary second officer, Hopsang, has gone supernumerary second officer, Kutwo.

Mr. S. F. Smith has been appointed supernumerary second officer, Hopsang.

Mr. R. Thomson, second engineer, Waishing, has gone second engineer, Kingsing.

Mr. G. Porterfield, second engineer, Kingsing, has gone acting chief engineer, Tungshing.

Mr. D. Mason, chief engineer, Tungshing, is on leave.

Mr. A. McEwan, from leave, has gone chief engineer, Tuckwo.

Mr. C. Ross, acting chief engineer, Tuckwo, has gone second engineer, Waishing.

Mr. W. F. Paxton, supernumerary third engineer, Kwong-sang, has gone supernumerary third engineer, Tungshing.

Mr. C. Anbank has been appointed second officer, Kiangsu.

Mr. F. H. Davies, chief officer, Taishun, has gone chief officer, Kwangleo.

Mr. F. N. Stokes, chief officer, Kwangleo, has gone chief officer, Taishun.

Mr. J. Malcolm, chief engineer, Kiaogwah, has gone chief engineer, Kiangyung.

Mr. J. Kemp, from leave, has gone second engineer, Feiching.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 8½d.

The Weather.

2 p.m. Barometer—29.61. Temperature—81. Humidity—63.

Lighting-Up Time.

Lighting-up time to-day 6.58 p.m.

THROWING STONES.

Motor Cars Victimised.

Throwing stones into passing motor cars was "good sport" to a mischievously inclined Chinese boy, summoned before Mr. G. N. Orme at the Police Court this morning for the offence.

The complainant in the case was "captain" Tom Gunn, the Chinese axiator. He did not appear in the Court to proceed with the charge, and the Inspector in reciting the circumstances said that the boy was arrested at Connaught Road Central just after he had thrown a stone into the car of the complainant. The offence has become frequent, and "Captain" Tom Gunn told the Inspector that he had had previous experience of this kind.

Observing that defendant could consider himself fortunate that, owing to the absence of the complainant and chauffeur, the case was not proceeded with against him, the Magistrate discharged the defendant with the warning that he would be severely whipped on a future reappearance before the Court on a similar offence.

WAR MEDALS.

Presented at Victoria Barracks.

Thirty-nine Warrant Officers, Non-commissioned officers and men of the R.G.A., paraded at Victoria Barracks this morning to receive medals earned in the last war. In all seventy-six medals were presented, one 1914 Star with clasp and rose, fourteen 1914-15 Stars, 31 British War Medals and 30 Victory Medals. All the Royal Artillery officers were present.

Major-General Sir G. M. Kirkpatrick, K.C.B., K.C.S.I., attended by the Adjutant, Major C. L. Hickling, D.S.O., R.G.A., inspected the parade, which was under the command of Lieut.-Col. W. O. S. Sanders, D.S.O., A.C., and then gave a short address.

He said: The medals which you are about to receive signify in the first place the appreciation of His Majesty the King of your loyalty, devotion and gallantry during the war and they are symbolised in the General Service medal, which bears the King's head on it. In the second place these medals signify the gratitude of the British race for your efforts. In the third place the Victory Medal links you for all time in comradeship and memory of the great deeds done with forces of the allied and associated nations. To those of you who get the Mons Star and the 1914-15 Star, these stars will remind you and are tokens of the times when the forces of the Empire were hard pressed. That was a time before the British developed their full fighting power. The effort was great and the strain terrific and therefore you will receive this special recognition. To all of you let these medals which you are about to receive be dearly cherished. Keep them as marks of honour, take care of them with the greatest pride, show them to your families and to your children and hand them down. His Excellency then presented the medals and the parade dismissed.

News in To-day's New Advertisements.

The Coronet Theatre re-opens again to-morrow with a Pathé special "A Woman of Pleasure."—Page 12.

The feature film at the Kowloon Theatre to-night is "The Virgin of Stamboul."—Page 12. Lammer's will sell off Antique China and Curios on the 17th inst.—Page 4.

The World Theatre has a full programme for the week-end—the "Flame of the Yukon" being the feature film.—Page 4.

NOTICE.

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EARLIER TELEGRAMS.

THE RUSSIA FAMINE.

London, Aug. 11.
 Numerous prominent people, including Lord Birkenhead, the Archbishop of Canterbury, Earl Crewe, Mr. Asquith, Lord Robert Cecil and Field Marshal Sir William Robertson with the leading Labourites, have signed an appeal to the nation on behalf of Russia, declaring that no nation has suffered from the war more terribly than Russia and none has received so little of the healing gift of sympathy. It is hoped that the broken links may be restored by common efforts to save life and alleviate pain.

Paris, Aug. 11.
 At a meeting of the Supreme Council, describing essential measures to cope with the Russian famine as a result of his experiences with the Indian famine when he was Viceroy, Lord Curzon recommended, amongst other things, the enlistment of aid from the people of India and other places which had experienced famine.

London, Aug. 11.
 A description of the famine in Russia, telegraphed by the Friends' Emergency Relief Committee's Mission at Baranowice, speaks of the hordes of men, women and children pouring into Poland as involving a grave danger of the spread of the infection. Baranowice camp is equipped to handle 4,000 refugees weekly. Recently, the camp was called on to deal with 24,000. This paralysed their facilities and a whole group had to be let through without disinfection. A further 6,000 arrived before the camp was cleaned. A pathetic family group in a field, surrounding a woman who had given birth to a child on Sunday, was found by a Friend's worker. On the following Wednesday the woman was still unable to get accommodation in hospital.

The Herald's Moscow correspondent telegraphs that an appeal by Lenin has been addressed to the workers of the world stating that the famine in several provinces equals that of 1891. He describes the present situation as the terrible sequel to the country's superannuated farming methods during the seven years of war, imposed on the peasants and workers by the capitalists of the world.

THE KING'S CIVIL LIST.

London, Aug. 11.
 In the House of Commons, moving the second reading of the Bill authorising the Duchy of Lancaster to realise from capital one hundred thousand sterling and apply the proceeds to revenue, Mr. Chamberlain made interesting revelations. His Majesty's Civil List had shown a progressive deficit for several years—£24,500 in 1919, £45,000 in 1920 and probably a greater amount in 1921—despite His Majesty's stringent economies. The Government had seriously considered whether the House should not be invited to grant a temporary supplement, but the King, bearing in mind the serious state of national finances, had public-spiritedly declined to agree to add to the charges on public funds. (Cheers). The King, he said, would be prepared to see a material reduction in the ceremonial splendour associated with the tradition of the British Throne, but the Government, as the mouth-piece of Parliament and the people of the Empire, had advised His Majesty that the dignity of the Crown should be maintained.

BRITISH INTERESTS IN RUSSIA.

London, Aug. 11.
 A relaxation of the hostile Soviet policy against foreign interests is indicated by the fact that Lenin and his Government have invited Mr. Leslie Urquhart, Chairman of the Russo-Asiatic Consolidated Company, accompanied by five technical experts, to proceed to Moscow to pursue the preliminary negotiations started by Mr. Krassin in London, with the view to the return of the Russo-Asiatic Company's Siberian properties. It is expected that an agreement will be concluded in a few weeks. The Financial Times understands that while Mr. Urquhart's visit is primarily concerned with his own Company's properties, he will be able to protect other great British interests in Russia. The newspaper believes that all future agreements will be modelled on the Russo-Asiatic Company's settlement.

THE TURKO-GREEK CONFLICT.

Athens, Aug. 11.
 According to a semi-official statement, the War Minister, M. Theotokis, reviewing the military situation, said that the Kemalists army was totally crushed and could no longer be considered of military importance. In regard to the prospect of peace, M. Theotokis declared that he did not wish to repeat past mistakes and would therefore demand guarantees from the enemy which would render them unable to attack Greece again. He would also secure the liberated populations against further oppression. The newspapers announce that the General Staff has decided that the territories outside the delimitation under the Turkish treaty and occupied by Greek troops shall be placed under an independent military administration under Greek laws.

THE WASHINGTON CONFERENCE.

The Hague, Aug. 11.
 Replying to a question in the Second Chamber, the Foreign Minister declared that he did not know whether formal invitations to the Washington Conference had yet been issued but the matter was receiving the attention of the Government in view of the position of the Netherlands as one of the Asiatic Powers.

BRITISH-AMERICAN YACHTING CUP.

London, Aug. 11.
 The series of six yachting races for the 6-metre class for the British-American Cup at Cowes and Ryde alternately, resulted in a win for Britain by 117 points to America's 88. Both were represented by four yachts.

INTERNATIONAL COURT OF JUSTICE.

Geneva, Aug. 11.
 The Dutch Government has ratified the statute of the Permanent Court of International Justice.

EARLIER TELEGRAMS.

GERMANS ATTACK BRITISH.

Paris, Aug. 9.
 It is reported from Oppeln, Silesia, that after searching a castle near Rosenberg and seizing a large amount of secret stores, arms and ammunitions, a British detachment was attacked by Germans and forced to surrender booty and free prisoners.—Yale.

London, Aug. 11.
 The German report of the fight in the Rosenberg district, mentioned yesterday, is officially confirmed in London. It appears that fifteen British soldiers accompanied by the French District Controller, on Aug. 7th were searching for arms reported to be hidden at Botzanowitz. They were attacked, fired on and surrounded by three hundred Germans. Under threat of death the British surrendered the arms and prisoners they had seized. The German plenipotentiary in Upper Silesia called on the British Commissioner and apologised on behalf of the German Government and the law abiding Silesian Germans for the "unprovoked attack on British troops executing a lawful duty." Otherwise the position in Upper Silesia is quiet.

THE SUPREME COUNCIL.

Paris, Aug. 9.
 The Supreme Council held its opening sitting this afternoon with M. Briand as Chairman, who, in welcoming the delegates in an address, appealed to their spirit of solidarity and justice to settle the momentous problems. The Council listened to experts' lengthy reports on Upper Silesia's partition. The French and British view points are still far apart, but the friendly and conciliatory spirit permeating the debates makes a mutually satisfactory solution on a basis of compromise almost certain.

INTERPORT SWIMMING.

Shanghai And Hongkong's Invitation.

Mr. R. C. Whitebell, Hon. Secretary of the V.R.C., writes: In forwarding attached letter for your information, I have no doubt the general public will be interested to know what is being done.

Shanghai, 4th August.
 R. C. Whitebell Esq., Hon. Sec., V.R.C. Sir,—Your letter of July 20th, to hand, for which please accept my thanks. My committee is agreeable to the events you mention and the places they will be swum off. It is their desire, however, that the high dive be reduced to 12 feet from diving base to water, as there is no place in any of the local baths where there is more than 10 feet from diving base to water, and would consequently set the local divers at a considerable advantage. They take it that the harbour race you mention about is not an inter-port contest.

The points for the team race and water polo are to be as you suggested, one point per man.

I am now writing to the clubs here to find out if we can get a sufficient number of swimmers, who, if chosen, will be willing to make the trip. We did not do that last year and found out that at the last moment, after having accepted Kobe's invitation, we could only send up a very scratch team.

I have no doubt that my committee will accept your kind invitation.—Yours truly,
 Ch. Eucarnaco.

CORONET THEATRE.

Reopening On Saturday.

The Coronet Theatre, "the little house which shows the big pictures," which has been undergoing extensive renovation, reopens on Saturday for four days with "A Woman of Pleasure," a seven part melodrama, filmed by Jesse D. Hampton for Pathe. The story was written by James Willard and presented upon the stage at the Adelphi, in London. It gives Miss Sweet a splendid opportunity to display her wonderful dramatic skill, as her role covers a wide range of characterization.

In the early scenes of the picture she plays the part of a poor school teacher in an English fishing village. She marries a wealthy landowner who has vast mining interests in South Africa. She marries him because she craves luxury and pleasure; he marries her because the law does not permit a wife to testify against her husband and she had been the only witness to a crime he committed.

From the beautiful Carlingford Estate, where the little school teacher is at last enthroned as a woman of pleasure, the action changes to South Africa and the three principal characters—the man and wife not loving each other and the other man, in love with the wife—are suddenly playing dangerous parts in a Zulu uprising. The film comes to a swift and thrilling climax, bringing happiness to the deserving. Miss Sweet is given admirable support by Wheeler Oakman, Wilfred Lucas, Spottiswoode Aitken, and that clever freckle-faced boy, Wesley Barry.

ANTI MUI-TSUI SOCIETY.

Mr. J. M. Wong's Views.

On the evening of the 8th inst., as already briefly reported in our columns, there assembled in the rooms of Dr. Yeung Shiu Chuen, situated below the Chinese Club, about thirty residents, including the Rev. Cheung Cheuk Ling, Messrs. Wong Oi Tong and Ngan Kwan Yui, to discuss the formation of an "Anti Mui-Tsui Society." Mr. J. M. Wong was elected Chairman, and Dr. Yeung Shiu Chuen Vice-Chairman of the meeting. Other officials were also elected to serve pro tem. When the formation of the Society is effected, a public meeting will be held to elect permanent officials.

The following translation of an interview with Mr. J. M. Wong concerning the objects of the Society is taken from the Chinese press. Mr. Wong stated in reply to a question:—"The Constitution is not yet fixed. It is the opinion of many that the mui-tsui system ought not to flourish. To tolerate it is against the modern trend of thought. At the mass meeting held recently in the Tai Ping Theatre, there were people who advocated the abolition of this system but the presiding Chairman, Mr. Lau, did not put this question to the vote. Hence this Society, the aim of which is to advocate the abolition of the practice of rearing mui-tsui."

Question:—"Is it a fact that this Society, when formed, will be antagonistic towards the Society for the Prevention of Cruelty to mui-tsui, founded by Messrs. Lau and Ho?" Answer:—"Yes, because the effort of these two gentlemen in forcing their Society tends to perpetuate the system whereas our humble endeavour is directed towards its abolition. Consequently, both cannot exist side by side. We discern there are inherent weaknesses in their Society and hold that any effort with inherent weaknesses should be discarded. Our difference is the difference between the new and the old schools of thought." Question:—"It is imperative to know the sources from which these girls are recruited. Moreover, in achieving an object, it is also necessary to go into the root of things. When abolition is enforced, how do you propose to provide for the few thousand mui-tsui?"

Answer:—"This phase of the question has claimed our serious attention. It is necessary to devise ways and means. Our opinion is that the number requiring provision cannot be large. As to the argument that, with many people in the neighbourhood of Hongkong the only alternative of selling their issues lies in starvation, it is sheer sophism. In my humble opinion, the immediate result of abolition will be a marked decrease in the crimes of kidnapping, 'Chiu-chu' (rearing human beings for prostitution) and selling human beings into prostitution. Coming back to provision and when we advocate abolition, we do not mean that these girls should be driven into the street to find for themselves. Our idea is to discontinue the system. Amongst these girls there are many of sixteen or seventeen who not expected to be spoiled but can work for their salvation, if they be given yearly wages for their services and have the individual liberty restored to them. As to those of tender years, provision for them must be made; but their number is not large. For those of tender years that have neither relations nor guardians for those mites whose masters are unprepared to rear or support them, it may be necessary for the Government to put them on the feet. This is a rough sketch of the procedure to be followed after the successful formation of a Society. And here let me stress a personal note. Although I was elected to be the Acting President I am highly sensible of the poor services I can render but since the Society tends to achieve some public good, I find it difficult to refuse to serve. However, it is my earnest wish that a large number of well-known philanthropists will shortly co-operate with me, when I am delighted to remove this responsibility to more gifted shoulders."

Question:—"Is it a fact that this Society is entirely planned by (Chinese) Christians?" Answer:—"No, no, not by Christians alone. There are many Christians inclined non-Christians that part in it."

CO-OPERATIVE OIL MILL.

Novel Scheme To Settle Labour Troubles.

Since no settlement has been made with the strike of the oil mill workers certain enterprising Canton capitalists have hit upon a novel scheme to open a new oil mill whereby they believe all their labour troubles will be eliminated.

These capitalists will open a large oil mill with a capital of \$400,000, 75 per cent of which will be subscribed by them and the remaining \$100,000 by the workers of the new mill. Each worker is required to subscribe for at least one share which is \$10, to be paid in instalments extending to a period of five months. The wages of the workers will be that demanded by the oil mill workers who are now on strike.

While waiting for the machinery to come from abroad, old native presses will be bought from those mills that have gone out of business on account of the strike. It is said the new mill will accommodate 5,000 workers.

Negotiations are going on between the capitalists and the leaders of the strike to start this new mill and latest reports are that the negotiations are progressing very satisfactorily.

AN OPIUM RAID.

Smokers Before Court.

A raid of an illegitimate opium den in Stone Nullah lane resulted in the appearance of seven men and a woman at the Magistracy yesterday. One of the men, the tenant of the house in question, was charged with preparing illicit opium and with possession of quantities of prepared and raw opium and opium dross. The woman was also charged with possession of opium. The charge against the others was for smoking opium.

Revenue Officers searched the house and found a pan bearing traces of opium, two pairs of scales, five opium pipes and a quantity of opium contained in small pots, which was still warm.

The principal tenant of the house accepted responsibility on behalf of the female defendant, who was consequently discharged.

Chief Preventive Officer Watt informed the Court that he experienced great difficulty in capturing the first defendant who always transacted his business in the forenoon, knowing that most of the Revenue Officers would be engaged at the Magistracy.

Mr. Orme fined the first accused \$400, or four months' hard labour for possession of opium and sentenced him to four months' imprisonment for preparing opium. The others were fined \$3 each.

WATER POLO.

At the V.R.C. bath on Wednesday evening the United Athletic Club defeated the 2nd. Wiltshire Club at water polo by four goals to three.

LORD NAPIER'S STATUE TO BE MOVED.

Removal of Lord Napier's statue from Waterloo-place, Queen's-gate, London, has commenced.

NOTICE.



Just Arrived

No. VIII VICTROLAS

No. X VICTROLAS

No. XI VICTROLAS

Also good selection of
Victor Records

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Skin irritation caused by hot weather

OUR PRICKLY HEAT LOTION AND POWDER

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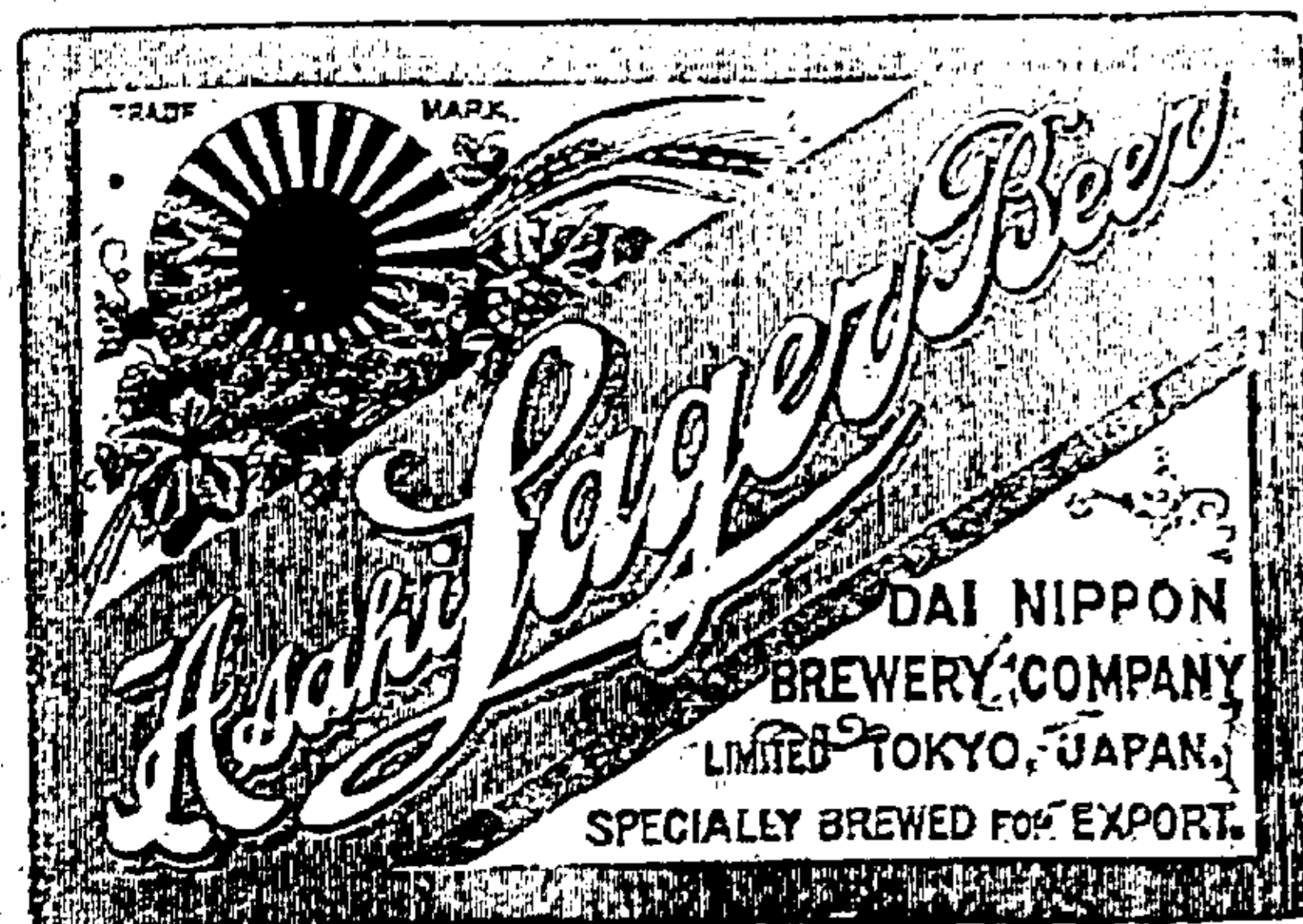
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RUGS
CARPETS & TABLE COVERS
HOP CHEONG
Telephone No. 651. Complete House Furnishings. 50, Queen's Road Central.

YOU CANNOT AFFORD TO BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

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SHIU FUNG TAI & CO.
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SOLE AGENT,
MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

THEFT AT HONGKONG BANK.

Jan Norvak, aged 28, a tailor, who was arrested in the Hongkong and Shanghai Bank, Shanghai, after stealing \$1,000 from Captain Williams, of the str. Wosang, was arraigned in the Mixed Court, on August 8. Detective-Sergeant Tinkler said that the accused claimed to be a Pole, but the Polish Consul would not recognize him. He was born at Lemberg, and it was asserted that he was really an Austrian. There were suspicions that he had been intimately connected with Bolshevik propaganda.

Captain Williams went to the Bank and cashed a cheque for \$2,400. He then turned to speak to someone and, looking round again, he found that a packet of \$1,000 had been taken from the money he had placed in a hand-bag. He seized the accused, who was the nearest man to the bag and searched him, but could not find the notes. Then he picked up the accused's straw hat from the counter and found the notes underneath it.

The accused had told the police that he went to the Bank to transfer \$20 to the account of a woman in Peking and that he had only been there about five minutes, but they did not believe this, as a detective had seen him there for at least half an hour.

Captain Williams gave evidence that the money was for the wages of his crew. He drew \$2,000 in two packets of equal amounts. As soon as he noticed one of the packets was missing, the defendant threw up his hands and muttered something, which made witness suspicious of him.

Mr. W. D. Guy, who was also at the counter, said that, just before the theft was discovered, a man flicked a paper across his face.

The defendant confessed to the theft, pleading that, being poor and having failed to secure work, whilst his wife was sick, he was tempted when he saw so much money near him. Defendant was held in custody for a fortnight, whilst further inquiries were being made and he will then be brought up for sentence.

HONGKONG UNIVERSITY.

Commenting on the Hongkong University's Calendar for 1920-1921, the *North China Daily News* says: The cost of attending the University must commend itself to those Chinese who, for one reason or another, are unable to proceed to Great Britain. For example, \$500 will cover his expenses at the University during term time for a whole year, less than the cost of passages to and from England. Were this inducement counterbalanced by any inferiority in the educational standard of the University, it would be no inducement at all. But such is not the case, for the standard of the University of London is the one aimed at by Hongkong, and that, as is well known, is high. The students are in a British Colony, meet European fellow students, and at the same time are in touch with all things Chinese. Thereby they are preserved from the denationalizing tendencies of a purely European education. These are factors which cannot but be for the good of the students and when the facilities held out to external students for advanced instruction in various subjects are fully availed of, the University will fill that educational role which its originators dreamed of years ago.

CANTON TEAHOUSES.

Preparations For A Long Lock Out.

Credit should be given the employees of the tea-houses in the city who went on strike on Tuesday, in that tactfulness and foresight are employed in the carrying out of the strike. The strikers were careful to have the strike declared at the mid-Autumn Festival is drawing near. It is said that the smallest tea-houses reap hundreds of dollars profit before and after the Festival while the larger ones thousands.

To prepare for eventualities, the strikers have stored up considerable quantities of rice in their guild building and the various branch offices of the guild throughout the city which will be supplied to the members of the guild on strike. A meeting of the leaders was called on Wednesday afternoon at which it was decided to carry on the strike until their employers come to terms. The leaders predict that the strike will last a month.

FIASCO OF NATIONALISED SHIPPING.

Colossal French And U.S. Losses.

Outstanding claims against the United States Shipping Board amount to \$65,000,000, states Mr. Albert Lasker, the board's head, who puts the monthly working loss of the nationally-owned fleet at nearly \$4,000,000. A report in the name of the Mercantile Marine Commission of the Chamber of Deputies estimates a deficit of 1,500,000,000 francs on the operation and sale of France's state-owned fleet. "This is the price of nationalisation," was the comment made by a well-known London shipowner. "Staggering as these figures are, they are not the whole story. Not so long ago Admiral Benson, when he was head of the United States Shipping Board obtained \$34,000,000 from the Senate to cover working losses of the fleet to July 1st. Then, early in June, he was granted another \$75,000,000 to meet the deficiency on the next fiscal year. In a word, a great national mercantile marine has shown itself hopelessly incapable of supporting itself. It can only be maintained out of the pocket of the taxpayer. That is only when one would expect. More perhaps than in the case of any other industry shipping is unsuited to the bungling control of the Government official. Broad questions of policy and the technicalities of ship-operation are alike too complex to be handled by the amateur. They demand years of experience and the efficiency which comes from the keenly competitive conditions under which private enterprise is carried on. Behind our personal experience we, in England, have accumulated traditions of centuries of overseas adventuring. The adventuring of individuals, that is of men who had to run their own risks and stand their own losses. Government Departments can be adventurous enough with other people's money. Proof of the failure of a bureaucracy to control a mercantile marine can be found in the existence of the Jones Act, by which the United States endeavours to minimise the competition of foreign shipping with its own. A healthy industry needs no such artificial bolstering up. Our British shipping earned its position as the world's carrier on its own merits, by giving better services than its foreign rivals. It has never asked for Government subsidies or protection. It only wants, now as in the past, complete freedom from Government interference. Australia's nationally-owned mercantile fleet is sometimes quoted as a successful experiment in this direction. What are the facts? Mr. Hughes was extremely fortunate in being allowed to acquire a number of vessels during the war at a time when the sale of British ships was, apart from this instance prohibited. Many of these vessels never came near the war zones. They ran practically as neutrals and earned the high freights then opened to neutrals. So for a while a handsome profit was shown. With the return of more normal conditions and the free play of competition the Commonwealth Government Line went the way of all concerns until now it seems likely that the fleet will be sold as the best means of minimising losses. But why trouble to add a word to the crushing criticism uttered by the head of the United States Shipping Board? It is hardly credible that anybody can honestly continue to believe in nationalisation in the face of such an indictment. America's shipping business to-day, he says, 'is the most colossal commercial wreck the world has ever seen, and the financial backing of the Government alone prevents it being the greatest bankruptcy even recorded.' Our British seamen grasped the dangers of rationalisation at once, and turned down the suggestion in a ballot by a large majority. They have the sea-sense as the men of no other nation have it."

GENERAL NEWS.

\$2,500 For "PILGRIM'S PROGRESS."

Two first edition copies of Bunyan's "Pilgrim's Progress" were sold together at Sotheby's for \$2,500.

IRISH DAILY STOPS PUBLICATION. The proprietors have decided for the present to discontinue the issue of the *Dublin Daily Express* and it made its last public appearance last month. The paper was founded in 1851.

THE WORLD'S SURPLUS SHIPPING.

Important Factors in the Situation.

Presiding at the annual meeting of the Royal Mail Steam Packet Co. held recently in London, Sir Owen Philipps, the Chairman, made some interesting remarks upon the position of the company and of shipping generally. He mentioned that the R. M. S. P. Co. directly owns over 340,000 tons gross register of steamers, while the total fleets of this company and the other shipping companies closely affiliated to the Royal Mail Steam Packet Co. aggregate more than two million tons gross register, or no less than one-ninth of the entire mercantile marine of the United Kingdom.

After dealing with the financial position of the coming year he went on to speak of its special activities and pointed out that they had entered into a satisfactory agreement with the Hamburg Port Authorities for a long lease of a quay berth in Hamburg, suitable for their requirements. When the necessary sheds, etc., have been completed they would possess excellent facilities for handling their vessels at that port.

THE PRICE OF FUEL.

The remarks by Sir Owen Philipps on the subject of coal were of extreme interest. He said:—

Shipowners are to-day faced with great difficulties in endeavouring to run their vessels at a profit, more especially by reason of the high cost of coal. (I am here referring to the period just prior to the strike.) I have recently been looking into the question of the actual cost of coal to this company at the time when first I became chairman. I find that in the year 1902 the average cost of all coal consumed by the company's steamers in all the ports we serve, including rail carriage and freight, was exactly 22s. a ton. In the following year (1903) the average price had increased to 22s. 3d., while 10 years later—namely, in the year 1913, the average cost, including rail carriage and freight, had increased to 23s. 11d., which latter figure in those days we considered a very high average price.

Last year the average cost per ton of all coal consumed by our steamers, including rail carriage and freight, was 130s. 1d., as against the 1913 price of 23s. 11d. The average price of coal including rail carriage and freight, has now dropped considerably, but those who believe that it will be possible to continue to sell coal at over 21 a ton will, I fear, have a very rude awakening in the near future, and that applies to the views of both masters and men in the present dispute.

The high cost of coal in recent years has led to our coal export trade being reduced from about 70,000,000 tons per annum to less than 25,000,000 tons. If we are to regain our trade supremacy and secure employment for the large number of steamers now laid up, it is absolutely essential that the price of coal should come down to its pre-war level, or possibly even lower, as it is always difficult to regain markets that have once been lost.

THE OUTLOOK.

Speaking on the shipping outlook generally Sir Owen Philipps remarked:—

Last February, when addressing the Chamber of Shipping of the United Kingdom upon my appointment as president for the year, I pointed out that the total world's tonnage at that time exceeded by 10 million tons the amount afloat just prior to the war. The actual tonnage of the world in the water to-day is some 11 million tons more than in July, 1914, or an increase over pre-war figures of about 24 percent. The amount of tonnage of all nations which is at the present time lying idle in the ports of the world may, I think, be assumed to be not much less than eight million tons gross register, and probably more. All over the world the ports are full of vessels for which no employment is available. Owing to the severe slump in trade, the actual volume of the world's overseas commerce at the moment is less than it was in July, 1914, so that there are still more than sufficient vessels not laid up to carry all the cargo offering.

In times like these it is necessary to face facts, and in view of the situation I have mentioned, it might, at first sight, appear as if many years must elapse before shipping again resumes its normal activity and prosperity. Fortunately, however, a ship has a comparatively short life, and

NOTICE.

GENUINE

"McGREGOR"

SOCCER & RUGGER BOOTS

\$12.50 PAIR.

INTENDING PLAYERS ARE ADVISED TO BUY NOW, AS OUR STOCK IS VERY LIMITED.

EQUIPMENT FOR ALL SPORTS.

LANE, CRAWFORD & Co.

AT YOUR SERVICE

CARS THAT ARE COMFORTABLE.

RATES THAT ARE REASONABLE.

DRIVERS THAT ARE RELIABLE.

SCENERY THAT IS ENCHANTING.

SATISFACTION THAT IS ASSURED.

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The United Motor Co., Ltd.

July 28 to August 16

NOW IS THE TIME

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SINCERE'S SUMMER SALE

SOMETHING SPECIAL THIS YEAR.

UNUSUAL BARGAINS.

COME EARLY.

THE SINCERE CO., LTD.

"HONGKONG EMPORIUM."

after a certain date, although it may continue to be sea-worthy, provided sufficient money is expended upon it, it becomes an uneconomic asset and unable to compete in the world's markets with a modern vessel, fitted with the latest and most up-to-date machinery and equipment.

Anyonewhocarefully examines a list of the vessels that now compose the world's fleets cannot help being struck with the fact that at present there is a much larger proportion of old vessels in service than is normally the case. Many vessels are still afloat which had it not been for the duration of the Great War, would long since have been relegated to the scrap heap. It may be some consolation to shareholders in well-managed shipping companies to know that

a very large number of the steamers which now make up the tonnage of the world are considerably more than 20 years of age, and many of these are quite obsolete. It will never pay anyone to keep in repair and commission a large proportion of these old obsolete vessels, and, therefore, although they swell the present total tonnage of the world, they may, for all practical purposes, be left out of account.

In the case of the older vessels which well-managed steamship companies may still retain in their fleets, these are always written down to break-up prices in their books. The surplus, or excess, of effective shipping tonnage of the world is nothing like so great as it would appear to be from the figures I have mentioned.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—By married couple for the 1st of October, five rooms unfurnished, with servants' quarters, mid level preferred.—Apply Box No. 597 c/o "Hongkong Telegraph."

WANTED.—Competent Steno-grapher with knowledge of filing.—Apply Box No. 591 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—With immediate possession, No. 4 Queen's Road Central Hongkong. Offices only situate on the 1st, 2nd, 3rd, 4th, and 5th floors. Entrance in Duddell Street, Hongkong, with use of two lifts, each floor fitted with Electric Wiring for lights and two lavatories. Apply to Box 593 c/o "Hongkong Telegraph."

TO LET.—Shameen, Canton.—A well-built and desirable house, suitable for office and residence. Immediate possession. Apply to David Sassoon & Co., Ltd., Hongkong.

FOR SALE.

FOR SALE.—Overland 5-seater car 1920 model in splendid condition, spare wheel tyre and all accessories. Owner driven. Price for cash \$2,300 or near offer.—Apply Box No. 596 c/o "Hongkong Telegraph."

KOWLOON-CANTON RAILWAY.

Unveiling of Memorial Stone at Fanning on Sunday the 14th instant.

Accommodation for those desiring to be present will be provided on train leaving Kowloon at 3.00 p.m. Return from Sheung Shui at 6.17 p.m.

By Order,
H. P. WINSLOW,
Manager.
Kowloon, 10th August, 1921.

PUBLIC AUCTIONS.

THE Undersigned have received instructions from the Solicitors of the Estate concerned to sell by Public Auction on

Wednesday, the 17th Aug., 1921 commencing at 2.30 p.m. at their Sales Rooms, Duddell Street.

A Private Collection of Valuable Antique China and Curios of various periods comprising:

Five coloured, three coloured, famille rose, blue and white flange and celadon vases, jars, wall plates, bowls, pen-holders, seal boxes, white incense burners and dishes, etc., etc.

On view from Tuesday the 16th August.

Catalogues will be issued.

Terms: Cash on delivery.
LAMBERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 18th Aug., 1921 commencing at 2.45 p.m. at No. 6 Stewart Terrace, No. 92 the Peak

A Quantity of Valuable Household Furniture comprising:

Teak hatstand with bevelled mirror, (chesterfield sofa and arm chairs, made by Powell Ltd., Carpet, Lace and Casement Curtains etc.

Teak extension dining table and chairs, sideboard with bevelled mirror, dinner wagon, chest, tea tables, dinner crockery and glassware etc., etc.

Teak double bedstead, Brass mounted single iron bedstead, Teak wardrobe with bevelled mirror, marble top washstand toilet crockery, etc.

On view from Wednesday the 17th August (afternoon)

Catalogues will be issued.
Terms: Cash on delivery
LAMBERT BROS.
Auctioneers.

CONSTITUTIONAL REFORM ASSOCIATION.

Precis of Petition.

The Legislative Council of Hongkong makes the laws and levies the taxation for all purposes in the Colony.

This Council is composed of 14 members—8 official and 6 unofficial. All the officials are obliged to vote as directed by H.E. The Governor, whose will is therefore law.

Of these 6 unofficial members of Council 4 are selected by The Governor, and only 2 go through any form of election.

These two are chosen respectively by the Chamber of Commerce and the unofficial Justices of the Peace, the latter of whom are all appointed by The Governor. These two bodies number together only about 330 electors. As, however, many belong to both bodies, the actual number of individual voters is less than 330, for some of them have two votes each. The rest of the community have no vote at all.

The Petition, which you are invited to sign, asks the House of Commons to remedy this state of affairs by:

1. Substituting the principle of election for nomination in the case of the non-Chinese members, so that they may, in fact as well as in name, represent those on whose behalf they speak and vote.
2. Granting an unofficial majority of one (subject to adequate safeguards) by increasing the number of unofficial members of Council from 6 to 9.
3. Creating a wider electorate for the above purpose by giving the vote to all British subjects on the Jury List and to those who are qualified for Jury service but exempted from it by reason of their occupations. This would embrace many Government servants and members of the Imperial Forces in the Colony. The representation of the Chamber of Commerce would be left unchanged, as it is felt that the important local commercial and shipping interests require direct and expert representation. The Chinese representation would be increased from two to three members in order to maintain the same proportion as at present. These members would continue to be appointed by the Governor.

H.E. The Governor has reported to the Secretary of State for the Colonies in favour of the election of all non-Chinese members and has added that he is agreeable to an increase in the unofficial element provided the official element is increased accordingly.

He has expressed a doubt, however, whether any change is generally desired.

YOU ARE NOW ASKED TO REMOVE THIS DOUBT BY SIGNING THE PETITION.

NOTICE.

The Petition for a more Representative form of Constitution in Hongkong will be collected, from the places where it has been deposited for signature, on Monday 15th inst.

THE COWIE HARBOUR COAL COMPANY LIMITED.

SILIMPON COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 24 feet at low water spring tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning port can be had on application to

BRADLEY & CO. LTD.
Agents,
The COWIE HARBOUR COAL CO. LTD.

HONGKONG HOTEL CO., LTD.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the HONGKONG HOTEL, Pedder Street, Victoria in the Colony of Hongkong, on WEDNESDAY, the TWENTY-SEVENTH DAY OF JULY, 1921, AT NOON, for the purpose of considering, and, if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the Meeting. A print of such draft new Memorandum of Association and a print of the existing Memorandum of Association of the Company may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street aforesaid, and a comparison of the print of the existing Memorandum of Association with the print of the draft new Memorandum of Association will show where in the draft new Memorandum of Association differs from the existing Memorandum of Association. Should the Meeting approve of such new Memorandum of Association with or without modification, the subjoined Resolution will be proposed, as an Extraordinary Resolution, namely:—

- (1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting, and also for the following further purposes, namely:—

For the purpose of considering, and, if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting. A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street aforesaid. In such print the portions of the proposed new Articles which differ from the existing Articles are indicated by underlining in black ink and by marginal notes. Should the Meeting approve of such new Articles with or without modification, the subjoined resolution will be proposed as an Extraordinary Resolution, namely:—

- (2) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street aforesaid, on Saturday, the THIRTEENTH DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).

Should the first of the above Resolutions (No. 1) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.

AND NOTICE IS HEREBY ALSO GIVEN that the said SECOND EXTRAORDINARY GENERAL MEETING to be held as aforesaid will be continued for the purpose of considering, and, if thought fit, passing the following further Resolutions as Extraordinary Resolutions, namely:—

- (3) That each of the existing 20,000 fully paid up shares of \$50 each constituting the Company's present Capital of \$1,000,000 be divided into 5 fully paid up shares of \$10 each so as to make such Capital \$1,000,000 consisting of 100,000 fully paid up shares of \$10 each.

- (4) That after the division aforesaid, the Capital of the Company be increased from \$1,000,000 consisting as aforesaid, to \$2,500,000 divided into 250,000 shares of \$10 each by the creation of 150,000 new shares (subject as hereinafter mentioned) to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

G. R. O. R.

NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 15th day of August, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui in the Colony of Hongkong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years, less 3 days.

PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.	Contents in Acres, Roods, and Perches.	Estimated Value.
1	Shamshui Island Lot	100 feet by 100 feet	1.00	200
2	Shamshui Island Lot	100 feet by 100 feet	1.00	200
3	Shamshui Island Lot	100 feet by 100 feet	1.00	200
4	Shamshui Island Lot	100 feet by 100 feet	1.00	200
5	Shamshui Island Lot	100 feet by 100 feet	1.00	200
6	Shamshui Island Lot	100 feet by 100 feet	1.00	200
7	Shamshui Island Lot	100 feet by 100 feet	1.00	200
8	Shamshui Island Lot	100 feet by 100 feet	1.00	200
9	Shamshui Island Lot	100 feet by 100 feet	1.00	200
10	Shamshui Island Lot	100 feet by 100 feet	1.00	200

NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 15th day of August, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land on New Road from Bowen Road to Wanchai Gap in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years, less 3 days.

PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.	Contents in Acres, Roods, and Perches.	Estimated Value.
1	New Road Lot	100 feet by 100 feet	1.00	200
2	New Road Lot	100 feet by 100 feet	1.00	200
3	New Road Lot	100 feet by 100 feet	1.00	200
4	New Road Lot	100 feet by 100 feet	1.00	200
5	New Road Lot	100 feet by 100 feet	1.00	200
6	New Road Lot	100 feet by 100 feet	1.00	200
7	New Road Lot	100 feet by 100 feet	1.00	200
8	New Road Lot	100 feet by 100 feet	1.00	200
9	New Road Lot	100 feet by 100 feet	1.00	200
10	New Road Lot	100 feet by 100 feet	1.00	200

NOTICE.

That it is desirable to capitalise the sum of \$1,000,000 being part of the undivided profits of the Company standing to the credit of General Reserve, and accordingly that for the purpose of effecting such capitalisation such sum of \$1,000,000 be distributed as bonus among the shareholders of the Company in proportion to the shares in the Company's present Capital of \$1,000,000 held by them respectively on the date hereinafter referred to, and that a bonus be declared accordingly. And further that the Company's Board of Directors be and they are hereby authorised to satisfy such bonus as far as possible by the distribution in manner aforesaid of 100,000 shares of \$10 each credited as fully paid up among the persons who are registered as the holders of the shares constituting the Company's present Capital of \$1,000,000 on such date as the Company's Board of Directors shall decide—such last mentioned shares to rank pari passu with the shares constituting the Company's present Capital of \$1,000,000 in respect of all profits of the Company earned since the 31st December, 1920 and such distribution to be in satisfaction of the aforesaid bonus.

AND NOTICE IS HEREBY ALSO GIVEN that a THIRD EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street aforesaid, on WEDNESDAY, the THIRTY-FIRST DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting in so far as regards Resolution Nos. 3, 4 and 5 above and of confirming, if thought fit, such last mentioned Resolutions as Special Resolutions.

Dated this fourteenth day of the July, 1921.

By Order of the Board,
J. H. TAGGART,
Manager.

G. R. O. R.

NOTICE.

The Public are hereby notified that when trolleys are run to and fro across Canton Road, Kowloon, between the Hongkong & Kowloon Godown Co's premises and their timber yard opposite, a man will be stationed in the road, to give warning to other traffic by day with a red flag, and by night with a red lamp. To prevent accidents the public should pay strict attention to these signals.

E. D. C. WOLFE.

Captain Superintendent of Police Hongkong, 9th August, 1921.

NOTICE.

NOTICE is hereby given that the exclusive exhibition rights for Hongkong & China of the Serial Cinematograph picture entitled "VANISHING TRAILS" consisting of a set of 15 episodes of two reels each is the property of the Middle East Films Ltd. and further that these rights can only be sold or leased by the Middle East Films Ltd. or their duly authorised agents.

Proceedings will be taken against anybody exhibiting such films who have not obtained proper authority from the Middle East Films Ltd. to exhibit the same.

DEACON LOOKER DEACON & HARTSON,
Solicitors for
THE MIDDLE EAST FILMS LTD.
Hongkong, 10th August, 1921.

THE "DRY" LAW.

Interesting Shanghai Case.

When G. A. Wand, seaman on board the str. City of Spokane, was charged before Mr. F. J. Schuhl at the U.S. Court last week with assaulting the ship's first officer because the latter refused to allow drink aboard, some interesting light was thrown on the working of the Eighteenth Amendment in distant seas.

The master, Mr. T. Quinn, explained to the Commissioner that, under the recent amendment to the Prohibition law, not only Government vessels but any ship sailing under the American flag was forbidden to carry liquor. The penalty was a fine of \$100 or a year in gaol, to which the masters of ships were liable. The witness added that on one occasion his men had hidden liquor in the bilges, which had been discovered by the searchers and the blame had fallen upon him.

Giving evidence of the assault, Mr. F. J. Moran, first officer, said that the defendant came on board with liquor. He was told he could not take it on to the ship. Witness then broke the bottles on the ship's side, and Wand hit him in the face, knocking him on to the deck. Afterwards the man was overpowered completely and was sat upon until he promised to behave himself.

The defendant's story was that he came up the gangway and the first officer said, "No liquor aboard here." Defendant then said that he would leave the ship and drink elsewhere. Whereupon the complainant grabbed hold of him, and he (defendant) "made a swing" at the officer, who had handled him roughly. The complainant had never acted in a gentlemanly way towards the rest of the crew.

The Master—The crew are all college boys and students and have the highest regard for the first officer.

Capt. W. J. Eisler, representing the U. S. Shipping Board, said that there had been a great deal of drunkenness on the ships. The defendant had been in the Army and knew there were means of making a man behave himself.

On shipboard under the present law officers had very little power over the men and the authorities looked to the Court to uphold them in keeping discipline.

The defendant, in view of his satisfactory record with the colours in France, was given 30 days, but the Commissioner said the authorities would endeavour to secure him a ship, in which case the sentence would be remitted.

LONG ARM OF COINCIDENCE.

A constable named Fishpool gave evidence at a Rotherhithe inquest on a dead seaman belonging to the ship Fishpool.

WORLD THEATRE

(Next The Sun Co., Des Voeux Road, Central.)

Friday, 12th to Sunday 14th August.

9.15 p.m. only.

TRIANGLE PLAYS presents DOROTHY DALTON
in a Thomas H. Ince Production

"THE FLAME OF THE YUKON"

A most Gripping and Entertaining Picture.

5.15 p.m. Matinee Friday, Saturday and Monday.

"VENGEANCE OF THE WILDS"

2.30 p.m. and 7.15 p.m.

15th & 16th episodes of "THE MOON RIDERS"

TO-DAY'S MISCELLANY.

The Hon. Hugh O'Neill, the first Speaker of the Ulster Parliament, claims descent from one of the ancient Irish kings—that Neill who was arch-king at least 1,000 years ago. His father holds an Irish barony of a nineteenth century creation. But the first Viscount O'Neill of an earlier creation was one of the five Ulster delegates to the Irish National Convention of 1783. Major O'Neill himself has been Conservative M. P. for Mid-Antrim since 1914, when he succeeded his brother Arthur, the first Member of Parliament killed in the war.

It is one of the curious little ironies of Irish politics that the Speaker of the first Home Rule Parliament to assemble in Belfast should be a prominent Unionist. For the Speaker of the last Irish House of Commons was chiefly prominent as a determined Anti-Unionist. This was John Foster, who had spoken vigorously in committee against the Bill, which he had afterwards to declare "carried." After the Act of Union Mr. Foster was one of the few Anti-Unionists to gain a seat in the united Parliament at Westminster, whence, he subsequently passed to the peerage as Lord Oriel.

A piecework scale of pay for members of Parliament is not the preposterously unprecedented notion that some shocked Commons men imagine, remarks a London critic. It was at one time the accepted rule. So much so that a member for Grantham who sued the town for his wages for a session in Elizabeth's reign when he did not sit in the House was ordered by a specially appointed committee to remit the said wages, which he did. But not only did payment depend upon attendance. Strong action was taken during the Commonwealth. In some cases a £20 penalty was imposed—a stiff tax in those days. For drowsy members who could not shake off the effect of claret in time for 8 o'clock morning prayers, the more modest fine of 1s. was inflicted.

Appropos the second presidency of Dr. Sun yat-sen, the *Daily Chronicle* observes: It was for him, ten years ago, that Mme. Tussaud's exhibit in opened its doors on a Sunday. He had expressed a great desire to see the wax effigies, and so a "private view" was arranged. He was then on his way to China to take up his duties as President of the Republic. The famous Chinaman spent a long while at Tussaud's studying celebrities. He was naturally interested, too, in the lifelike model of himself.

Anticipatory of the 81st birthday of Mr. Thomas Hardy, an inquiry at a public library in one of the poorest districts of South London elicited some interesting evidence as to the popularity of the veteran novelist's works among working folk. Every one of the novels, even the lesser-known ones like "Desperate Remedies," and "The Hand of Ethelberta," had been issued several times, it was found, during the past 12 months, whilst two copies of "Tess" had each found a score of readers during that period, and "Jude the Obscure," "The Return of the Native," "The Mayor of Casterbridge," "The Woodlanders," and "Under the Greenwood Tree," averaged over one reader per month. The "Dynasts," too, had been issued three times within the year.

During his visit to Cambridge for a doctor's degree the Prince of Wales planted a mulberry tree in the beautiful grounds of Emmanuel College. This was quite in accordance with local tradition, for "the wisest of all trees," as Pliny styles the mulberry, has always been a favourite at Cambridge. The most famous of the Cambridge mulberries is, of course, Milton's tree, proudly cherished by the poet's alma mater, Christ's College. Milton's mulberry tree was one of 300 purchased by his college in 1608 to please King James I., who tried to introduce a silkworm industry into England with a view to obtaining a home-grown supply of silk for the Spanish weavers. But the present tree at Christ's College is said to be merely a descendant of the original mulberry associated with Milton.

AIR NOTES.

To India In Six Days.

Plans are now being made for a great flight by R. 36, England's latest and largest Airship, to Malta, Egypt and India. All sorts of proposals are being considered at this time, and instead of a trip to India it may be decided to make a non-stop journey to Malta and return. Should a decision be reached to make the trip to India, however, the R. 36 will make a stop in Egypt for replenishment of fuel. It is expected that the flight to India will take six days. The fastest time by rail and steamer is 21 days.

AIR-EXPRESS RAFT.
A wonderful feather-weight raft, for use in the event of a forced descent on the water, has been devised for cross-Channel air expresses. The apparatus comprises two cylinders of compressed air which, when the valves are turned, inflate in 30 seconds two floats, and enable the raft, though its total weight is only 35 pounds, to support as many as four people. The raft can be stowed along the top of an aeroplane fuselage.

Lieutenant Parer, the Australian airman, proposes to start on a flight round Australia this month, accompanied by an observer, a mechanic and a cinematograph operator, for the purpose of raising money to buy a machine for an attempt to fly across the Pacific.

"SAVED MY BABY'S LIFE."

MOTHER'S STRONG TRIBUTE TO BABY'S OWN TABLETS.

"I believe Baby's Own Tablets saved my baby's life, and I would not be without them," writes Mrs. James Levere, of Spencerville, Ontario. Many other grateful mothers have given equally eloquent testimony as to the efficacy of this remarkable Canadian specific for children's ailments.

Baby's Own Tablets are an absolutely safe medicine for the little ones from infancy onward. They are guaranteed, under Government analyst's certificate, to be free from any opiate, narcotic or other injurious drug. Their field of curative efficacy includes infantile indigestion, constipation, colic, diarrhoea, feverishness, croup and cold. They make teething easy, expel worms, aid the appetite, promote restful, natural sleep and regular development.

Of chemists, or post free at 6 cents the vial from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"TEUCER"	15th Aug.	London, Rotterdam & Hamburg
"TEIRISIAS"	16th Aug.	London, Amsterdam & Antwerp
"CALCHAS"	30th Aug.	London, Amsterdam & Antwerp
"KEEMUN"	6th Sept.	London, Rotterdam & Hamburg
"NELEUS"	13th Sept.	London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"CYCLOPS"	19th Aug.	Havre, Rotterdam & Liverpool
"NINGCHOW"	8th Sept.	Genoa, Marseilles & Liverpool
"THESEUS"	20th Sept.	Marseilles, Havre & Liverpool
"EUMAEUS"	5th Oct.	Genoa, Marseilles & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"IXION"	24th Aug.	Victoria, Seattle & Vancouver
"TALTHYBIUS"	14th Sept.	
"TYNDAROS"	5th Oct.	

NEW YORK SERVICE

(via Suez or Panama)

"ATREUS"	29th August.	via Suez
"TEIRISIAS"	16th Aug.	for Singapore & London
"ASCANIUS"	7th Sept.	for Singapore & Liverpool
"PYRRHUS"	11th Oct.	for Singapore & London

For Freight and Passage Rates and all Information Apply to—
BUTTERFIELD & SWIRE

AGENTS.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M. S. "AFRIKA"

will be loading for COPENHAGEN and other Scandinavian and Continental ports end of August/beginning of September.

Further Sailings:—

M. S. "MALAYA"Oct./Nov.
M. S. "PANAMA"Nov./Dec.

For further particulars please apply to—

MANNERS & BACKHOUSE, LTD.

Hongkong, 2nd August, 1921.

FAST FORGERIES OF BANK NOTES.

University Professor Arrested.

Vast opportunities have been offered to the forger and the fraudulent by the wild variations in the Continental exchanges during recent months, and there has been a great output of spurious notes, particularly, known.

Police in all countries have been engaged in investigating the operations of the international gangs at work in this direction, and the subjoined message gives a dramatic insight into the investigations and abettors of this new class of criminal:

A sensation has been caused here by the arrest of a university professor on a charge of being implicated with a gang of bank note forgers, the scope of whose operations is the largest yet recorded in Vienna, writes the *Daily Chronicle* correspondent in that city.

Only a single arrest was made at first, but gradually further arrests followed, as revelation led on to revelation, and finally the Hungarian professor has been also arrested. The professor

denies any complicity, but he registered here under a false name, and appears to have come from Budapest where the gang also had its headquarters, for the purpose of dealing with the notes.

UNSOLVED PUZZLE.
This professor formerly had a post at Constantinople, and was almost the chief Hungarian representative there. He had no financial worries, was happily married, and how he came to be mixed up with such a gang is still an unsolved puzzle.

The gang specialised in Czechoslovakian notes, and had forged, so far as is known, 6,000,000 kronen worth, equal to some £25,000, but really enormously greater in purchasing value.

How serious these forgeries have become is shown by the fact that the Hungarian Finance Minister has refused to acknowledge liability on 400,000,000 Hungarian kronen notes (more than £190,000) sent him by an Austrian bank, as he claims they are all false, being in excess of the number issued by him.

At the same time the journal's Paris correspondent reports:—

Six alleged bank-note forgers have been arrested by the French

CONSIGNEES.

VEREENIGDE NEDERLANDSCHE SOKKERYAART-MAATSCHAPPIJ (United Netherlands Navigation Company.)

HOLLAND-OOST AZIE LIJN. (HOLLAND-EAST ASIA LINE.)

NOTICE TO CONSIGNEES.

From HAMBURG, ROTTERDAM, LARCHELLE PALICE, GENOA AND LISBON.

The Steamship "TJIMANOEK"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 14th Aug. 1921 will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 13th Aug. 1921 at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN.

General Agents.

Hongkong, 5th August, 1921.

SAVARESSE'S
SANTAL
CAPSULES
PATENTED IN FRANCE
MADE IN FRANCE

"For the Blood is the Life."
Sufferers
from Red Legs, Abscesses, Ulcers, Eczema, Piles, Rheumatism, Gout, Rheumatoid, and other blood diseases, must realize that the only sure way to complete and lasting relief is to free the blood of its poisonous waste matter, the one cause of such troubles. Clarke's Blood Mixture contains ingredients which soon overcome and expel the impurities that cause these troubles. It is the only blood purifier that is safe and reliable. Pleasant to take. Of all Chemists and Druggists. Refuse Substitutes. "Everybody's Blood Purifier."

police. Three are French, one an Italian, another a Spaniard, while the sixth is an Argentinian.

This gang is said to have passed more than 130,000 francs of French notes in a week. Nearly five million francs (nominally £200,000) of French paper money appears to have been printed.

A roll of French notes, having a face value of 60,000 francs, was unearthed under a tree near Limoges, where it had carefully been buried in order to give the paper an appearance of having passed through the hands of hundreds of persons.

For the most part the forged notes have a face value of one franc, while some 2,000, it is said, are of the 5-franc denomination. The engraver and printer have been arrested at Cherbourg.

THE GERMAN CABINET.

Dissensions In The Centre Party.

For the first time in her inner political history Germany is confronted with a difference of opinion in the Catholic Centre Party strong enough to be called a split if mighty influences were not at work to preserve a semblance of outward unity, writes the Berlin Correspondent of the *Observer*.

The Centre, that great block of opinion stamped with the solidarity that only approval of the Vatican can give, the one opponent who fought and conquered Bismarck within his own gates, the sole party to come unscathed out of the revolution, has begun of late to manifest new and strange signs of slightly diverging streams of thought and action. This secession into Right and Left differs from the general acceptance of the terms, inasmuch as neither Conservatism nor Radicalism is at the root of it. The Right comprises the sound school of politicians with a definitely religious basis to their general outlook in life; the Left possesses a conservatism of considerable elasticity and a tendency to justify the means by the end. The powerful trades union organization of the Catholic Party, with a natural bias towards the ordinary acceptance of the word "Left," has become willy-nilly a species of buffer between the extremes. With all the views of the somewhat reactionary Centre. Right they cannot agree; the best of them repudiate in unmistakable language the present policy of the Centre Left.

Erzberger, the leader of this Left, is generally accepted as the wire-puller of the Wirth Government. However, maligned Erzberger may be with reference to his financial transactions, there is little doubt in Germany of his intrigues with the Austrian Emperor Zita during the latter part of the war and their influence on the fate of Central Europe. The enormous power that he wielded in the old Centre, the scandals attendant upon the disclosure of his political past, are still too fresh in the public mind to allow of his appearing openly as the one man capable of steering a policy, either clear or more or less veiled with regard to affairs in general. The news that very shortly there is to be a debate within the Centre Party, the upshot of which will decide the reappearance of Erzberger upon the open scene or resolve his permanent banishment, will bring matters to a crisis.

Upon this crisis and its developments the position of the present Government depends. Not because the Wirth Cabinet signed the Ultimatum and not because of the coming terrific fights on the taxation question is the unpopularity in Germany an open secret. Even the most short-sighted Nationalists recognise to-day that the Ultimatum had to be signed and that the losers must pay. The fact that both the Reich in its entirety and Prussia as a separate State, with its weight of authority, within the Reich, are governed by influences wielded by the Centre, that Wirth in the Reichstag is supported by the dangerously subtle Left wing, and that the Prussian Minister-President Siegelwald repudiates this Left, is the real reason underlying the acknowledged weakness of Germany's present leaders in their own country. Differences in the Centre, that one stronghold in the midst of chaos, are causing the least Catholic of Germans to wonder helplessly what is coming next.

GET-RICH QUICK SCHEMES.

The Spread of "Exchanges" in China.

The recent rapid multiplication of Chinese exchanges, stock and produce, with the attendant gambling, is the subject of the following leading article in the *North China Daily News*:

Much has been heard in past weeks concerning the stock and produce exchanges which have been springing up like mushrooms in Shanghai. A great deal more is now coming to light, but the full story will not be told until the inevitable crash occurs. A more perilous state of affairs has seldom existed in China. With so much chauvinism abroad it might have been thought that the best elements would be deeply concerned with the rehabilitation of their once proud nation, but instead we see that the very people who should be striving for this end with honesty of purpose and unfaltering determination find a more congenial occupation in promoting get-rich-quick schemes. Without exaggeration it suggests the parallel of Rome in one of her hours of direct peril—merchants haggling and driving hard bargains and contractors cheating the army when a hostile force was at her gates. At a time when every effort is required to restore the trade of the country to the normal, to recover from the pernicious effects of a period of reckless overtrading, these people are threatening to swamp all legitimate endeavour with a wave of gambling. Some of it is a mere game of pitch and toss with nothing at stake except their own paltry credit and money, if they have any. Let them lose both and nobody will mind so long as they do not drag others down in their crash. But that is not the whole matter by any means. Some are also using commodities in daily consumption for their gambling and speculation, and if allowed to go on unchecked, they will push up the price of these articles and consequently the price of living. If there is a public opinion in China, it should combine with the merchant carrying on a legitimate trade to combat this crying scandal.

As has already been pointed out, some of these exchanges deal in purely hypothetical stocks of produce in their operations, and quote prices at which nobody buys the actual material. The best example of this is to be seen in China cotton, which has recently risen to such a figure that consumers have taken the line of ignoring it and importing their supplies from other countries. Where, however, the members of these exchanges have actual stocks to deal with, a very real danger occurs. We have the authority of one well versed in the spinning industry for saying that operations on the exchanges have brought the price of local yarn to a figure about five taels above what it might reasonably have been expected to reach. This is, perhaps, not a very serious increase, and the local mills are benefiting thereby. At the same time the final consumer is paying so much more for the yarn or cloth which he wants, and this is not altogether good for trade in general. A more serious state of affairs, however, has occurred in connection with iron. The formation of an exchange for dealing therein was the signal for a deliberate and well-planned attempt to engineer a corner. Foreign firms importing iron were approached to join in the exchange, presumably with the object of making the corner the more effective, and there is little doubt that, had they consented, prices could have been raised to a figure which would

have meant ruin for many honest traders throughout the country and increased the cost of all building and construction work. The whole thing seems to have been absolutely immoral, and it is a matter for congratulation that the foreign firms took a very firm stand against having anything to do with the scheme. One class of the community taking an active part in such ventures as these comprises the inexperienced men who during the prosperous times of eighteen months ago took a hand in all manner of business, lured thereto by the great profits in sight. To-day their genuine business is practically nothing, but still imbued with the craze to make money without hard work, they resort to this business of gambling. Fortunately the old-established, substantial people have in the majority of cases refused their assistance, and so in a measure the evil has been curbed.

Only in a measure, however, we fear. This craze for gambling is the most demoralizing thing in the world, and there must always be the danger that the good class merchant will succumb to it. Indeed there is no certainty that a proportion of this class is not already entangled, though happily it must be only a small number. Were it to become a general business would have to look forward to a crisis of the like of which it has not faced in the past. As matters stand we must prepare ourselves for some critical times. For instance, should there be a collapse in these cotton yarn transactions, it does not mean that yarn would then return to what might be considered a correct economic figure. On the contrary, the probability is that prices would descend to a ruinous depth, and everybody interested in the trade, whether as dealers, spinners or shareholders, would have to suffer. And why? All because the new generation is infected with the old madness of imagining that fortunes can be made without hard work. The principal offenders are the type of people who did so much damage to the commercial situation a year and more ago with their mushroom enterprises, but it is rumoured that Chinese with an inadequate degree of foreign education are also largely implicated. The only encouraging sign is that Chinese public opinion, as expressed in their own newspapers and in our columns as well, condemns the craze. If this opinion can only continue to agitate on the matter, much may be done to resist and restrict the evil, and that is what we must hope for. It does not appear likely that the law can step in here, for while it will certainly not assist these gamblers to reap their ill-gotten harvest by any legal processes, it can hardly exercise so definite a restraint as to prohibit all doubtful exchanges. Even if it could, they would simply crop up again in another guise. Public opinion must be encouraged in its condemnation of these practices, and the whole community engaged in legitimate business, must refuse all dealings with these people.

ELECTRIC LIGHTING IN CHINA.

A marked development in the use of electrical machinery in China occurred during 1920. The demand for electric lighting in most cities altogether exceeded the supply and existing plants were heavily overloaded, with the result that influential merchants and shopkeepers in the various cities purchased small electric lighting sets for the lighting of their own shops and perhaps two or three adjacent premises. These small sets were supplied almost entirely from America.

EMPIRE WIRELESS CHAIN.

A Co-Partnership Of States.

Mr. Robert Donald, chairman of the Empire Press Union, has issued an interesting proposal for a new authority to construct and operate the Empire Wireless Chain.

The present position is that the Cabinet has adopted the scheme recommended by the Imperial Wireless Telegraphy Committee, under which the General Post Office was to be the authority to construct and operate the Wireless Chain. The Post Office, Mr. Donald says, has been unable to make the telegraph service self-supporting, and its administration of the telephones has been a failure, although in these two services it has enjoyed a monopoly. In an all-world wireless business it would have to face keen competition, and he thinks it incapable of quick construction or successful operation. Moreover, two, if not three, of the Dominions will have nothing to do with the Post Office, and do not believe in State ownership.

The Cabinet having ruled out the Marconi Company, some alternative has to be found. There are precedents for a co-partnership of States and for a combination of public and private enterprises which can maintain the principle of public ownership and at the same time be run on business lines.

A BRITISH RADIO-CORPORATION.

A British Radio-Corporation could be established by the Governments of the Empire. Each State or Dominion would participate. The Board of Control would include nominees by the Colonial Office, the Admiralty, the War Office, the Air Ministry, and the Post Office. For practical commercial reasons, an executive board of experts armed with considerable powers would have to be appointed. Co-operation with a commercial company or companies might be an advantage if it distributed the risks and promoted commercial success.

The authority financed by the Governments of the Empire could build the stations by contract and then lease them for operation under conditions which would leave scope for initiative and enterprise. According to the Government plan, the Post Office was to limit its wireless service to the Empire. To do so would be a shortsighted policy. We should cater for business from all quarters. The wireless companies in France, America, and Germany are running world services. Unless prompt action is taken to speed up the construction of the Imperial chain there is real danger that the Dominions, disappointed at the delay and at the narrow policy adopted, will break away and create their own organizations.

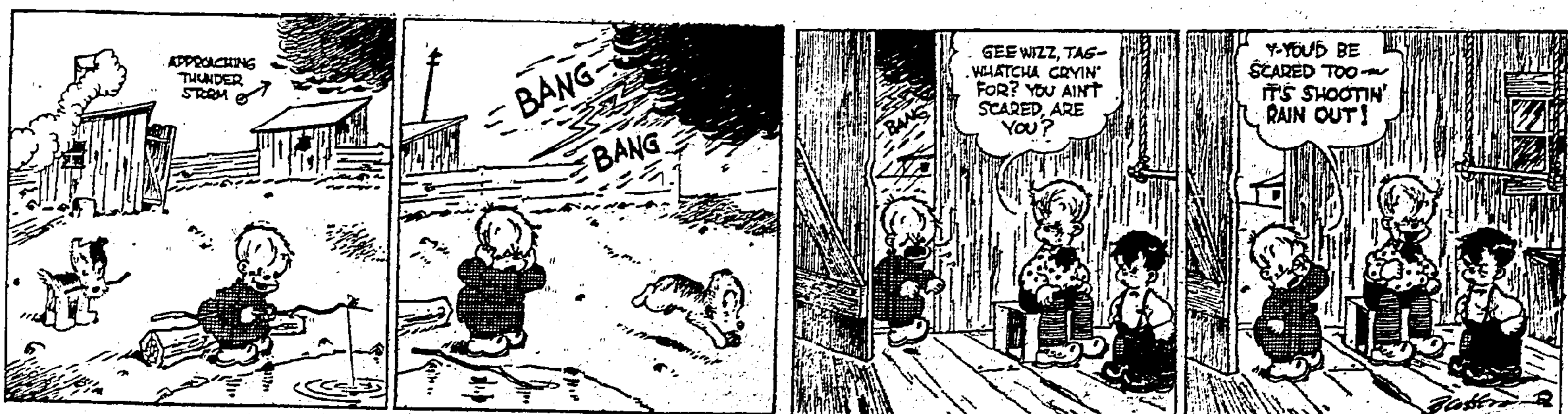
WHEN A MAN'S FORTY.

If he has not previously worn glasses, he should lose no time in having his sight properly tested. If he has worn them, he should make quite sure by a scientific test that his glasses do not want altering. This is important. Up to the age of forty the muscles of the eyes will sometimes make up for defect by straining. After forty, the elasticity of these muscles gradually lessens until they become quite taut. The Hongkong Optical Co., Successors to Clark & Co., Refracting and Manufacturing Opticians, located in 53, Queen's Road Central, have the equipment to test your sight accurately.

FRECKLES AND HIS FRIENDS

That's the Way Some Storms Seem!

BY BLOSSER.



SPARKLING MINERAL WATER.

Pyeris

Delicious either alone or blended with wines and spirits.

A.S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

TELEPHONE 430.

Cable Address: Hongkong. Telegraph.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 12, 1921.

THE CHINA FAMINE FUNDS.

The huge, probably record, famine that devastated the north of China owing to the failure of the harvest has ended—ended some two months ago. Accounts, giving details of expenditure with scrupulous care, have been rendered by the private organisations; the Chinese Government alone has failed to furnish information as to the disposal of the extensive funds placed at its disposal. A special correspondent of the *North China Daily News* has contributed a short series of articles analysing the approximate receipts of the Chinese Government for famine purposes, and, considering that Britain, America, and other countries contributed largely in money and personal services to the relief of the sufferers, they have an interest, and indeed a right, in asking what has become of the money. The funds contributed by foreigners directly were administered by private organisations, and these, as already stated, have rendered complete accounts of their stewardship; but this was not the full extent of the aid contributed by the peoples of other countries.

It may be recollected that in March the Diplomatic Corps signified assent to a Customs surtax of 1 per cent. (bringing the tax up to about 5½ per cent.) for the relief of the famine sufferers. Incidentally it may be observed that as the largest exporter to China—a position still held, though greatly narrowed, in the face of American and Japanese competition—Britain was the country most extensively concerned in this concession. Approximate calculations indicate that by the end of June this surtax had yielded between two and three million taels. An equally, perhaps still more, lucrative surtax has been that on railway fares, estimated at a moderate computation to have produced \$1,000,000 per month, and this surtax has been in force since October. The surtaxes were to be in force for a period not exceeding a year. Although the distribution of relief has ceased for some time, the main famine having ended, the surtaxes are still being levied, and presumably if there is no intervention Peking will continue to draw the famine surtax until next March. These sources of revenue do not by any means exhaust the famine funds received by the Chinese Government, for a single province, Kiangsu, compounded the 1½ per cent. surtax by a payment of nearly a million dollars, and there have been substantial receipts from the postal surtaxes.

All the traceable contribution from the Chinese Government is \$5,000,000. There was some talk of the surplus being used for public works, such as railways and roads, thus fulfilling a double purpose by providing employment for the sufferers. As far as can be ascertained, practically the only work that has been undertaken is the laying of a mud track for the so-called Chefoo-Whitsien railway. It is reckoned that if the surtaxes are continued for the full period a further \$12,000,000 will fall into the hands of Peking. Seemingly the Chinese Government is seeking to camouflage the disposal of the surplus millions by means of the Famine Prevention Bureau; and admittedly there is still work to be done, witness the new outbreak of famine in Hunan and the Han inundation. Here, at any rate, the Diplomatic Corps has an opportunity—which report says it is intended to utilise by a threat of cutting off the Customs surtax—of stipulating for foreign supervision. Other countries have shown their willingness to help the sufferers in China, but not to put money into the pockets of officials or war lords.

NOTES & COMMENTS.

Chewing the Cud.

"There's nothing new under the sun" as the old Arabian sage remarked. So what's the use of hoping for it? Our contributor, Robert McWhirter, Esq., seemed to bemoan this fact yesterday when he spoke of old jokes, old subjects for comment and the fact that editorial writers in Hongkong chewed the old "cud" of years ago. He wrote:—"There's aye the elusive hope that some genius will conceive an original joke, a new dramatic situation, or, in Hongkong, a new subject for editorial comment. I'll leave that for Joe." The readers of this paper will not be surprised to know that "Joe" as well as "MacPherson" is a generic name, but the particular "Joe" on duty in this comment feels inspired, to defend himself and his co-editorial friends by telling the verbose Robert that the value of comment is not to be found in the originality of the subject on which it is based. The originality of the comment (not the subject) might give it claim to public notice, but the intrinsic value of any comment lies in its attributes—whether it is just, reasonable, practicable or of benefit. There are some subjects on which we all need reminders, pointed and often. Our religious preachers have, according to the viewpoint of Robert McWhirter, been chewing the cud for centuries but that robs their sermons neither of value nor merit. We need to be reminded of the home truths they tell us. And the public and our officials need to have the same old points about old subjects rubbed into them time and again until the desired change is brought about. In the matter of its own progress the human race is slothful; the majority of reforms come long after they have been recognised as necessary. We have to goad ourselves into action. We have become so used to taking the line of least resistance that the line of greatest advantage is more often than not neglected. At least neglected until it has been "chewed" over so often that it has automatically become the line of least resistance by reason of its general acceptance.

It's Necessary.

Let us illustrate this point. There are few of us who think other than that the abolition of warfare would make for a happier humanity. Even the diplomats and statesmen who have the power to make or avoid wars tell us that they would like to see armaments decreased, an international police formed, and all chance of future wars avoided. Humanity is practically agreed about the matter. It would represent the line of greatest advantage. Yet it isn't followed. There is a much easier line, the line of leaving things just as they are—the line of least resistance. The aim of public writers and speakers is to see that the line of greatest advantage is not entirely forgotten, is not allowed to be permanently baulked by interested parties. And for that reason these very editorial harpings are essential. The wonder of it all is that a fresh clothing is so often found for the old themes. Robert McWhirter may grow a little weary of reading about the same thing to-day that he read last year, but it is necessary that he should until he and a majority of others have succeeded in persuading or forcing those endowed with executive power to act in the way desired. The newspapers in this Colony had a long fight to get the Rents Bill, but they succeeded in the end. And the hope of the Hongkong public is that they will go on fighting for those things that are desirable until they get them. The public don't deserve that fight on their behalf sometimes, it's true. But in that connection we can find consolation in the words of those who address the Imperial House of Commons. . . . "and we will ever pray."

EDINBURGH'S LORD PROVOST DEAD.

Lord Provost J. W. Chessier, of Edinburgh, died suddenly as the result of hemorrhage of the brain. Not for 100 years has a Lord Provost of Edinburgh died during his term of office.

DELEGATES' "IDENTITY DISCS."

Many of the delegates to the Congress of the Universities of the Empire, received by the Vice-Chancellor of the University of London, advertised their subject and their name on a postcard tagged to the button of their gowns.

DAY BY DAY.

NO MAN IS SUCH A CONQUEROR AS THE MAN WHO HAS DEFEATED HIMSELF.—HENRY WARD BEECHER.

One fatal case of plague was reported yesterday. This was the only case of notifiable disease for the twenty-four hours.

Two sick and destitute Chinese found wandering in the streets were yesterday admitted into the Tung Wah Hospital.

The death occurred of Mr. Thomas L. Blair, of the Canton-Hankow Railway, at the International Hospital, Hankow, on July 31. Mr. Blair had been in the hospital for about 10 days, suffering from dysentery.

Another burglary on a European house, that in the occupation of Mr. Allford, at No. 1 Morton Terrace, took place in the small hours of yesterday morning, when the loss of \$100 was sustained through the theft of a quantity of clothing and a pair of shoes.

This is how they do it in Shanghai:—"A party of police on traffic duty in the Bubbling Well district, in the early hours yesterday, in a hour and a half noted 22 minor offences against traffic regulations. These were excessive speed, one; trade licences used for hire purposes, two; number plates insufficiently illuminated, 15; defaced permits, three, and one foreigner without a permit."

To-morrow's Picture Page will contain the following:—View of Maryknoll Priory, Homuntin, Kowloon; H. M. Kai Din, ruler of Annam and French Official; group photograph of the "Harry Bretall" Lodge, R.A.O.B.; members of the Chinese Boxing (Chin Woo) Association; troop of H.K. Boy Scouts with the local commissioner, Lt. Col. Bowen, and a striking picture of the King and Queen at the opening of the Ulster Parliament.

The final checking of the goods stored at the godown of the Japanese commercial agent S. Nagano, at No. 19 Praya East, which was burgled recently revealed that in addition to the theft of lamp bulbs and insulated wire, previously reported, \$125 worth of S. W. G. flexible wire is missing from the same godown. The burglary was certainly a successful one, the loss of the goods not being discovered by the owner until he came to check them.

The fifth engineer of the S.S. Tjikini, Mr. Hockstra, has reported to the Police that 230 guilders and \$230 in Chinese currency were yesterday extracted by a thief from a locker in this cabin. Alleged to be the thief of a sum of \$95 from a Chinese shroff, in the employ of the China Mail S.S. Company, in respect of which a report was made the other day, a Chinese was brought before the Magistrate this morning and remanded on the application of Mr. D. J. Lewis who is retained by the prosecution.

SNATCHING EPIDEMIC.

Two Serious Cases Yesterday.

Two snatching cases occurred yesterday to substantiate the views of the police that there is an epidemic of this class of crime among the more desperate characters of the city. As in the previous instances, the victims were women. A Chinese lady, the grandmother of Mr. Chung Ki-pun, of No. 1 U On Terrace, was going along in a ricksha in Bonham Road, when at a little frequented part of the road, a Chinese came up and snatched from her left ear a diamond earring of the value of \$250. Before the alarm could be given the thief had made a quick retreat down Hing Hou Road.

At 7.45 last night a case similar to the foregoing occurred at Queen's Road, at its junction with Heung Hing Lane. From the ears of the Chinese woman a pair of diamond and pearl earrings of the value of \$350 was snatched by a thief who had come up suddenly from behind. The man ran into Heung Hing Lane and escaped in the darkness.

THE BOOKSHELF.

("By Librarian.")

THE "PROBLEM" NOVEL.

A previous generation was wont to speak of "the novel with a purpose." Of course, every novel may be said to have a purpose of some sort; the reference was to some specific purpose. Charles Reade wrote "Hard Cash" to expose the abuse of private lunatic asylums; "Valentine Vox" was of the same genus. Zola, I suppose, aimed more or less at remedying the abominable evil when he wrote "L'Assommoir."

Later we have had the "problem" novel, rather too much of it, with its preoccupation with sex questions. The subject is discussed by a writer in a London weekly, who says that the expression "problem novel" originated a quarter of a century ago or so back, perhaps in the early nineties, when "Votes for Women" and other things of the sort were less familiar than they are now. There had been the Yellow Book, a magazine of much emancipation, and there had been "hill-top" novels, and generally there was a breaking through of the "prunes and prisms" fencing that belonged to Victorianism. There had been Meredith's novels, and there were Hardy's novels, especially "Tess," and new lights were coming along for old lamp-posts.

At the end the revolt came pretty quickly, or so it seemed to some people, and it brought a whole crop of what was called "advanced fiction." Sarah Grand wrote "The Heavenly Twins," to which, at all events, we owe the delightful story of the lady who wanted a copy and only got from her bookseller the regret, "Sorry, madam, haven't got it, but we have 'The Elopings Angels.' The story actually happened the other way about, but the importance is that "The Heavenly Twins" was a problem novel. Like Mrs. Mannington Caffyn's "Yellow Aster" and Grant Allen's famous "hill-topper," in which he proclaimed himself a leader of the movement.

What movement? That it was not merely sense, but might also be art to deal, in serious novels with sex-relationships of men and women. More romance, of impossible doings and endings bound to be "happy," might be all right; but that was not the full English novel. Real, nothing desperately revolutionary had happened, for long ago, Richardson and Fielding wrote. There was that great novel "Tom Jones," a novel so great in its sweep and sampling of human nature that nobody ever thought of limiting it with the name "problem novel." Much later, even Puritan America had given our literature "The Scarlet Letter," and there was always George Eliot.

Beyond doubt, however, there was, in the nineties, rather a riot in "sex-shockers," which often were far from being great novels. They were apt to be raw in thought, rawer still in their art, and so were very raw reading. Authors rushed in where angels might fear to tread. It needs genius—at all events talent—to discuss, in stories, the eternal emotions, spiritual, mental, and physical, of human life. Genius was rarely available, not often enough talent, and so what fell out was a sort of market of not-over-nice novels.

When the public got over its half-shocked surprise at this deluge, it began to discriminate, and the libraries did the same.

Is the problem novel dead? Yes and no; it is dead and it is not dead, and never will be dead as long as, in the familiar line, it is love that makes the world go round. The manufactured "problem novel" of the nineties and later, the novel that was a treatise in nastiness, the novel that sold, or was expected to sell, for its subject, is the deadest literary mutton you could fancy. It really "died on the morn of the day that it was born," because it never deserved to live, and was no more than a rude battering Victorian convention. Now it is not merely dead, but damned!

Novel readers of 1921 are different people from the novel readers of 1890 or a little earlier. They don't—not the youngest of them, woman or man—know what is meant by a "problem novel." They take it for granted that novelists who can write and have ideas may submit the most delicate problems to them. But they must do it sweetly, sincerely, religiously, not as a laundry at the wash.

More knowledge, more beauty! Both are in the English reading atmosphere of this truly advanced year of ours. If there was a kick in the "Problem novel"—when Armageddon began, that fire burned it up. Amid its fury and heat nothing could live that was not worthy. Eternally the problems of life, love, and death are worthy and of good report. And readers have come to know that they can be written about thus reverently, and they will have them written about in no other way. Similarly the art of the English novel has risen to that treatment, thanks to the initiative of the novelists, to the lifting influence of public opinion, or once more, to both forces working unconsciously together.

The mass of the people are their own capable censors; they will have what is best only, and they are getting it, slowly quality and tone of the English novel was never higher than now. For that we owe something to the other "hill-toppers" of the nineties who "blazed" the rude trail, which, since then, has become an Apian Way, where old master English novelists like Fielding and Richardson might meet fit modern company.

PUBLIC IMPROVEMENTS.

Big Schemes at Home.

As indicating the large amount of public work now being contemplated or undertaken at Home, the following paragraphs speak for themselves:—

The Corporation of Newport, Monmouthshire, proposes to raise £500,000 in 6 per cent. redeemable stocks, the bulk of which is to be spent on public works, including £121,982 for electricity supply extensions, £48,628 for tramways, and other sums for bridges and similar works.

The Housing Committee of Birkenhead recommends that the Corporation accept a contract for building 184 houses at a cost of £183,447.

The Whitehaven Rural District Council has asked the Ministry of Health to recommend that the Public Works Loan Board lend the Council £206,028 for the erection of houses at Bransby, additional sums for the construction of roads and sewers in connection with this enterprise.

The Town Council of Dunfermline has accepted estimates amounting to £132,623, representing an average cost per house of £239 7s. 9d. for the erection of 158 dwelling houses at Brucefield, comprising the second develop-

ment of the municipal housing scheme.

The Corporation of Sheffield recommends that, subject to the approval of the Ministry of Health, tenders be accepted for the erection of 397 concrete houses on the Manor estate at a total cost of £297,610.

It is stated that the Ministry of Transport will confirm a provisional order granted by the Light Railway Commissioners in 1915 for a series of tramways connecting the scattered townships in the Dearne Valley and linking up Barnsley and Mexborough. The length of the various routes is about 19 miles in all, and the main trunk line will be from Thurnscoe. Highgate, Bolton, Wath, West Malton, Brampton, Cortonwood, Wombwell and Ardsley to Barnsley, while two branch routes are proposed.

The Light Railway Commissioners recently granted an application to construct the Totton, Hythe and Fawley light railway. The estimated cost of construction is £252,000.

The Urban District Council has resolved to apply to the Ministry of Health for sanction to borrow £103,000 for sewerage works in Bromborough.

The Dundee Town Council has applied to the Scottish Office for authority to widen Broughty Ferry Road, and to construct a sea wall or bulwark in connection with the project. Estimates for these improvements amount to £206,000.

It is stated that the Port of London Authority has improvements and extensions in hand and projected at a cost of £13,000,000 on a pre-war basis. An agreement has been entered into with the Midland Railway, by which a passenger landing-stage and improved railway facilities are to be constructed at an estimated cost of about £1,500,000.

The Newark Town Council has decided to apply to the Electricity Commissioners for the grant of a special order for the generation and distribution of electricity, and for the provision and maintenance of the necessary apparatus. The initial capital outlay will be £200,000.

The Royal Palace Hotel at Ostend, Belgium, which is world-renowned, and one of the most beautiful in Europe, was reopened during the last month and the local office of the American Express Co., Inc., has been moved there for the season. Although the office in question is equipped to handle all classes of Company business, it is especially designed to care for the needs of tourists,

Between Ourselves

By Robt. MacWhirter.

Last night there was a kind of a what ye might call a mild scene in our house. Before the end real tears were present and I was sorry for the lassie. Ye see it was this way. The wee yin took it into her head and right reason or none she would have a dog—all for her self—and grandma it'll be no trouble to no one. Before I go any further I'd have ye know that our wee yin is by way of being a high flyer when she hands out the English, her being brought up at the Diocesan School. She's getting the *patois* fine and even the coolie knows what she's saying now when she asks for a bawth. But that's by the way.

As I was going to tell ye a dog it had to be. Where she got the notion, I don't know. Maybe she was tired of her doll and for that matter I don't wonder at her. It must be a severe strain on even incipient motherly instinct to take kindly to a doll like yon. But that's neither here nor there.

Now I like dogs myself, any kind o' animal for that matter but a Kowloon flat's no the place for the lower creation—I mean animals. Janet tried to compromise wi' a wee kitten but I had to put my foot on that too. Kittens have an awkward knack of getting into cats and are by way of being a bit noisily noticeable in their love affairs and what's more forbye, I never did like the smell of ammonia anyway. So no even a nice, wee, fluffy kitten could be thought of. The only things in the animal line that can get by in a Kowloon flat without bringing on your head the disapproval of the neighbours are cockroaches, mosquitoes and the cockboy's No. 1, flead just down on a visit from Canton kintee more far.

So the wee yin sobbed herself to sleep, the while Janet and I looked side ways at each other

and mentally tabbed one another hard-hearted mortals. Smoking over it afterwards I couldn't help but think that one of the bare spots that is rubbed into the weave of childhood of the town bairn is caused by the lack of something to love outside the family circle. They're very seldom something animate that is their own, that protects and in turn to give loyalty for the care lavished on them. The country kid now, say his dog or pet lamb. Nowadays the dog is of tin and runs on wheels. A child brought up wi' a dog is lucky. Early in life the lesson of obedience, faithfulness, companionship and unselfishness is learnt. A man minds about his first dog, ye, even when he has forgotten his first love.

Chickens are silly things but the girl that's reared "them" get's her first savvie of motherhood. The lamb brought up on the bottle did more for its nurses than they did for it. The old horse that took us to Kirk was almost as much aid to Christian character as the minister. The boy or girl brought up in the country made an early start on the fundamental virtues of life.

Now we have a car that stinks and smorts. A contrivance that get's there and back without kind words or a caressing pat. I defy anybody to acquire character by consorting wi' a six-cylinder internal combustion engine. For a watchdog there are burglar alarms and clock alarms instead of the cook in the morning. We've got gramophones and mechanical pianos to play wi' nowadays. We study the marvels of flight from aeroplanes instead of the homely plover.

Wires, and devices and engines and thingamabobs instead of flesh and blood, devotion and admiration. No wonder we need a League of Nations,

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ON THE WATERFRONT.

Awaiting Charters.

The unsettled state of affairs prevailing at Vladivostok makes it impossible for vessels of the Russian Volunteer Fleet to return there just now. The government still is unstable and there is no guarantee that the vessels will not be captured and held by the forces of the moment. In consequence of this condition the vessels of the fleet are seeking the protection of foreign harbours. The head office of the R.V.F. is now established in Paris and the main office in the Far East is stationed in Kobe. Orders have been received locally for the steamers Semferpol and Georgii to keep well away from the northern port. A few weeks ago it was hoped that the vessels would be able to return for the Kamchatka fishing season, but the season is too far advanced now for them to enter this trade, even if conditions were favourable. Both vessels are remaining in Hongkong for the present time and will engage in charter-work if there be demands for them.

New Steamer Wrecked.

Messrs. Butterfield and Swire have been informed of the grounding of the steamer Canadian Exporter off Willapa Harbour, Washington on August 2. It is reported that both the ship and her cargo are a total loss. The crew were taken off the vessel. The Canadian Exporter, is owned by the Canadian Government Mercantile Marine, Ltd., and was bound for North China ports in the joint service of the Canadian Government Line and the Blue Funnel Line, which has only recently been in operation. The wrecked vessel was the second to be placed on the berth at Vancouver and Washington ports for the Far East, and according to schedule she was to sail westward on July 27.

The Canadian Exporter was built in British Columbia by Messrs. J. Coughlan and Sons and was launched shortly after Christmas, 1919. She has a tonnage of 8,380 deadweight. She is reported to have cost \$1,659,240 (Canadian).

Deaths of Seafarers.

Messrs. Moller & Co. have received word by cable from Singapore of the death at sea on July 20 of Mr. T. A. Underwood, who was chief officer of the steamer Lindsay Moller. The Lindsay Moller was bound from Mauritius to Singapore and Hongkong when Mr. Underwood died. He was buried at sea.

From Shanghai the death is reported of Mr. William MacKinnon, a late chief engineer in the service of Messrs. Jardine Matheson & Co. Mr. MacKinnon, who died in St. Mary's Hospital at Shanghai on August 5, was 42 years of age.

Mr. William Anderson, a second officer in the China Navigation Co., died at the General Hospital, Shanghai on August 3.

New Names.

New steamers building for companies affiliated with the Shell Oil combination are taking the names of various kinds of sea shells, as are the four oil-tankers under construction at Kowloon for the Anglo-Saxon Petroleum Co. To make the names of their vessels consistent in this regard the Asiatic Petroleum Co. has renamed the steamer Escalona. When her name is changed shortly she will be known as the Placuna. The Huntball was recently renamed and is now the Phorus. The Phorus has sailed from Hongkong for Tarakan and the Escalona will follow to the same port when her overhaul is completed. The Dutch steamer Hermes will return to Singapore.

Empress of Russia Arrives.

Yesterday afternoon the C. P. O. S. steamer Empress of Russia arrived at Hongkong from Vancouver, via Manila, with 819 passengers—106 cabin and 713 steerage—and 309 tons of general cargo. Among the passengers were Mr. and Mrs. G. B. Layton, who returned to Hongkong from Vancouver, Mr. J. S. Gardner, Lloyd's surveyor at Hongkong, who came back from a holiday in Japan; Col. C. T. Bell, who is a visitor from Japan; and Miss E. A. Card, who arrived from Home to take up an appointment with Messrs. Butterfield & Swire.

Marine Court Case.

At today's sitting of the Marine Court the masters of two trading junks were each fined \$10 for anchoring their craft within the limits of the Eastern Cable ground on Thursday.

DAIRY FARM NEWS.

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Fillets ... 80 cents per lb.
Haddock ... 70 " "
Kippers ... 60 " "
Red Herrings ... 30 " "

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Steamer Sold.

The steamer Rupara, owned by Mr. H.M.H. Nemaze, has been sold to a firm in Manila and the vessel sailed from Hongkong yesterday for that port for delivery to her purchasers. The figure at which they changed hands is said to be Peco 200,000. The Rupara has a gross tonnage of 1,368 tons and was built in 1906 for the Adelaide Steamship Company, from whom she was bought by Mr. Nemaze about two years ago. She was brought up from Australia about the same time as the Moura, which was also bought by Mr. Nemaze from the Union Steamship Company of New Zealand and later sold to the Douglas Steamship Co. The Moura is now the Haibong.

STEAMERS COLLIDE.

Manila Maru Runs into Glenamoy.

Shortly after noon on Friday last an accident occurred on the river at Shanghai which had the effect of postponing the departure of the str. Glenamoy. The vessel, which was stationed at the China Merchants Lower Wharf, was to have left at 4 p.m. for Chinwangtao, and at the time mentioned the tug Victoria was at hand ready to tow her out from the wharf, where she was lying head upstream. At the same time a cargo boat was moored alongside.

About a quarter past 12 o'clock the Manila Maru, the 9,000 ton boat of the O.S.K., was coming up the river. Nearing the China Merchants Wharf she swung round to go to her buoy, and it was then the accident occurred. She was carried too far inshore, and first she struck the cargo boat lying by the Glenamoy sinking her. She then hit the Glenamoy on the port side of the fore-cle, damaging her there, while the Manila Maru herself received damage to her starboard side. Fortunately she then went clear, and reached her buoy.

A number of passengers were to have left with the Glenamoy in the afternoon, and as soon as news of the accident was received steps were taken to notify them that her departure would be delayed. In the short space of time at disposal, however, it was not possible to inform everybody before they arrived to go aboard. A survey was made of the Glenamoy to ascertain the extent of the damage, and it is hoped that it would be possible for her to leave the next day. As regards the Manila Maru the extent of her injuries have not been learned either, but considering the serious possibilities of the case present appearances are that both vessels have escaped lightly.—"N.C.D. News."

FLASHES FROM THE U.S.A.

The Mailed Flat has become the tight flat.—Brooklyn Eagle.
New York has been dried and found wanting.—Brooklyn Eagle.
Germany gives in, but the world will suspend opinion until she gives up.—Newark News.

France is eager to bury the hatched if she can find a vulnerable spot.—Baltimore Evening Sun.

The war caused an uplift all right, but it was of taxes rather than moral.—Greenville (S.C.) Piedmont.

CHINESE NEWS.

The South and The Pacific Conference.

Our Canton correspondent writes that a report from Headquarters is to the effect that General Chen King-ming has mobilised strong forces to attack Kweilin and Loongchow, in order to clear out all the enemy troops from Kwongsi province at an early date.

Many small gunboats have been sent back from Kwangsi to Kwangtung to cruise the various branch rivers, as pirates have become very numerous and active.

An extraordinary meeting of local M.P.s. will take place to-day at which the following questions will be dealt with:—That either Tang Shao-yi or Dr. Wu Ting-fang or his son Wu Chao-shu should be appointed to represent China at the Pacific conference; That the foreign powers should be requested not to recognise that the Peking government has the right to appoint representatives, alternatively that the North and South Government should each appoint one representative.

A telegram received in Hongkong from Peking to-day states that the Ministry of Navy has proposed to the Government that naval representatives should be allowed to attend the Pacific conference, so that naval matters may be discussed. Dr. Wellington Koo, has been instructed to discuss the matter.

It has been decided that Yeu Wai Ching, the Minister for Foreign Affairs, will attend the Pacific conference with Wong Ching-ling and Shu Shao-chu as assistants. If necessary, Wu Chao-shu, of the South will be permitted to be one of the delegation.

The Government, on the recommendation of Tso Kwan, Tuchun of Chili, has ordered the Hunan troops to evacuate Hupeh; otherwise military force will be used.

Our greatest national problem is whether we shall build warships or friendships.—Minneapolis New Postman Leader.

An empire built on "blood and iron" may be all right in the beginning, but it has a tendency to rust.—Columbia (S.C.) Record.

An educational system isn't worth a great deal if it teaches boys to get a living and doesn't teach them how to live.—Passaic News.

We foresee that it will take more than prohibition to keep the Government from spending our money like a drunken sailor.—Columbia (S.C.) Record.

The London Chronicle alleges that President Harding's English would cause a shudder in academic circles; but his American suits us pretty good.—Cincinnati Times-Star.

France demands either Rhine or reason.—Asherille (N. C.) Times.

To be enduring a peace must be endurable.—Greenville (S. C.) Piedmont.

The German guttural is now more like a squeal.—Kingston (Canada) Whip.

When Germany throws a bouquet, look out for the string attached.—Boston Shoe and Leather Reporter.

If Europe wishes to unite with Uncle Sam, she must promise to love, honour, and repay.—New Haven Union.

NOTICES.

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JUST RECEIVED.

GOLF HOSE AND HALF HOSE

NECKWEAR FOR DAY AND EVENING WEAR.

SHIRTS

SUN HELMETS HANDKERCHIEFS

"AERTEX" SHIRTS AND UNDERWEAR.

CASHMERE SOCKS in plain and many smart designs.

The above have all been
marked at competitive prices;
we invite inspection.

Arriving next week

"SAXONE" FOOTWEAR — GLYNS HATS & CAPS.

COCKTAILS.

CALDBECK'S MANHATTAN
CALDBECK'S VERMOUTH
CALDBECK'S GIN
CALDBECK'S MARTINI

Sirdir Lime Juice Cordial

and

Brooke's Lemon Squash "Lemos"
CALDBECK, MACGREGOR & CO., LTD.
15 Queen's Road Central. (Telephone No. 75).

FRENCH LESSONS.

G. MOUSSON,

15, Morrison Hill Road.

TSANG FOOK PIANO CO.,

MAKERS, EXPERT TUNERS & REPAIRERS.

Telephone 2127. 94a. Wanchai Road.

WHEN YOU THINK OF
BETTER SOUP & PUDDINGS

THINK OF

THE HING WAH PASTE MFG. CO., LTD.

(No. 47-48 Connaught Road Central, Hongkong)

MANUFACTURERS

OF

MACARONI, VERMICELLI, PASTE

STARS, ECC NOODLES &c.

RING UP—2230.



HALL'S DISTEMPER

THE KING OF WATER PAINTS

Its brilliancy, washable, and high durability
qualities make it the ideal wall covering for
your home or office.

Handled by all Contractors and Painters.

Write for our Brochure "How to decorate
your home" to

WILLIAM C. JACK & CO., LTD.

Sole Agents
Hongkong & South China.

SHANGHAI TRAGEDY.

Woman's Mysterious Death.

An extraordinary affair, involving the death of a Japanese woman under circumstances which have led the Settlement police to suspect murder, came to their notice on August 4. It appears that, on Wednesday afternoon, some Chinese found the woman's body in a field off Scott Road, outside the Settlement limits. There was a scarf wound round her neck and she had apparently been strangled to death.

Curiously enough, although there are several Japanese policemen attached to the North Szechuen Road Police Station, apparently not one of them heard of the tragedy, for

it was not reported there until late yesterday afternoon and then by a Sikh policeman, who happened to overhear some coolies speaking of the matter and promptly informed his superiors. Officers were immediately sent out to inquire, but were only in time to meet a hearse taking the coffin body away.

The woman, who was only about 25 years of age, had been a companion of tragedy in more than one way. She was married in Japan, but was divorced, then came here last May and, early in July, married a Japanese sailor. The two were not happy together and before the month was out they had separated. Then the woman went back to her old lodgings at a garage in Scott Road. Subsequent events in her career have not yet transpired.

CAMERA NEWS



Prince and Princess Michael Cantacuzene leaving the Russian Greek Orthodox Catholic Church at Roxbury, Mass., after their wedding. The princess was Miss Clarissa Pelham Curtis, of Boston. The prince is a grandson of President Grant.



PART OF THE STORE OF WOOD PILED IN THE VALLEY OF VADEN.

Residents in and near Vienna suffered untold hardships last winter because of lack of fuel with which to heat their homes. To prevent a repetition of this situation Vienna officials have been laying in great stores of wood in the Valley of Vaden, near the Austrian capital.



Babe Ruth with a silver loving cup presented by the amateur ball players of New York. The miniature on top is the Babe, himself.



BIRDSEYE VIEW OF BLENHEIM PALACE.
Blenheim Palace, historic estate of the Duke of Marlborough, now presided over by the new Duchess of Marlborough, who was Miss Gladys Deacon of Boston until her marriage to the duke recently.



This is the latest photo of Kerensky, Russian soldier and statesman. It was taken in Paris.



WATCHING CARP—
Deschamps watching every movement of Georges on July 2.

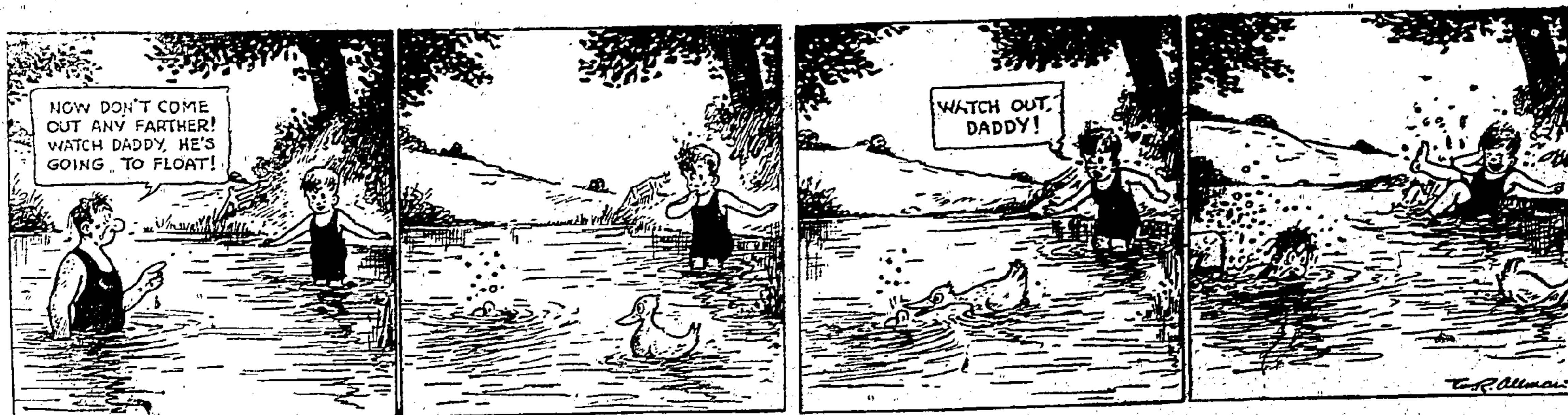


Roy Q. Curtis of New York knows how to handle snakes and turtles. He is seen at the Bronx Zoo.

DOINGS OF THE DUFFS

Danny Gets a Swimming Lesson—

BY ALLMAN



London, 17th May, 1921. Manager,

PACIFIC SHIPPING.



HOME VIA CANADA

Hongkong to England

Shanghai, Nagasaki, Moji, Kobe, Yokohama, Vancouver & Montreal

PACIFIC STEAMER	FROM HONGKONG	DATE	ATLANTIC STEAMER	FROM CANADA	DATE
E. Russia	Aug. 18	Sept. 5	E. Britain	Sept. 12	Sept. 21
Montezuma	Aug. 23	Sept. 10	Melita	Sept. 15	Oct. 21
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 8	E. France	Oct. 18	Oct. 25
E. Russia	Oct. 13	Oct. 31	Vietnam	Nov. 12	Nov. 20
Montezuma	Oct. 25	Nov. 10	E. Britain	Nov. 22	Dec. 4

Other Atlantic sailings every two days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allocation of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping cars, Compartments & Dining rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office Telephone 752. Cable Address GAFCANAC.



HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE ISLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN"

Steamer	Time	Days	Steamer	Time	Days
TAIYO M.	22,000	Aug. 12, 11 a.m.	KOREA M.	20,000	Sept. 10
SIBERIA M.	20,000	Aug. 27	SHINYO M.	22,000	Oct. 2
TENYO M.	22,000	Sept. 9	PERSEA M.	9,000	Oct. 15

* Calling at Dairen.

* Omitting at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILLO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MELLENO, ARIKA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

STEAMERS: TONS LEAVE HONGKONG

MINYO MARU 15,500 about Aug. 25th.

ANYO MARU 15,700 Sept. 25th.

For full information regarding passengers, freight, and sailing apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.

GREEN STAR LINE

Operating for Eastern services for account of the

UNITED STATES SHIPPING BOARD.

TO SINGAPORE.

TO VANCOUVER & SEATTLE (via MANILA)

"WEST ISON" 30th Aug.

TO LOS ANGELES & SAN FRANCISCO.

(Via Shanghai, Japan & Honolulu)

"WEST JENA" 30th August.

Also, cargo accepted for Transshipment at San Francisco and or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

HONGKONG OFFICE: 1 Floor Powell & Coy. Bldg. 12, Des Voeux Rd. Tel. 3068.



INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO SAN FRANCISCO.

via Shanghai, Japan Ports and Honolulu.

S.S. NANKING S.S. NILE S.S. CHINA

Sept. 18th Oct. 22nd Nov. 3rd

HONGKONG TO SINGAPORE.

S.S. NANKING S.S. NILE S.S. CHINA

Aug. 31st Oct. 4th Oct. 15th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San

Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, Tel. Freight Dept. & AGENT.

No. 1934. No. 2161.

PACIFIC SHIPPING.



DOLLAR LINE



SAILINGS FROM HONGKONG FOR NEW YORK & BOSTON.

STEAMERS. SAILING DATE
"ESTHER DOLLAR" ... via Suez ... 15th AUG.
FOR NEW YORK.
"BESSIE DOLLAR" ... via Panama ... 25th SEPT.

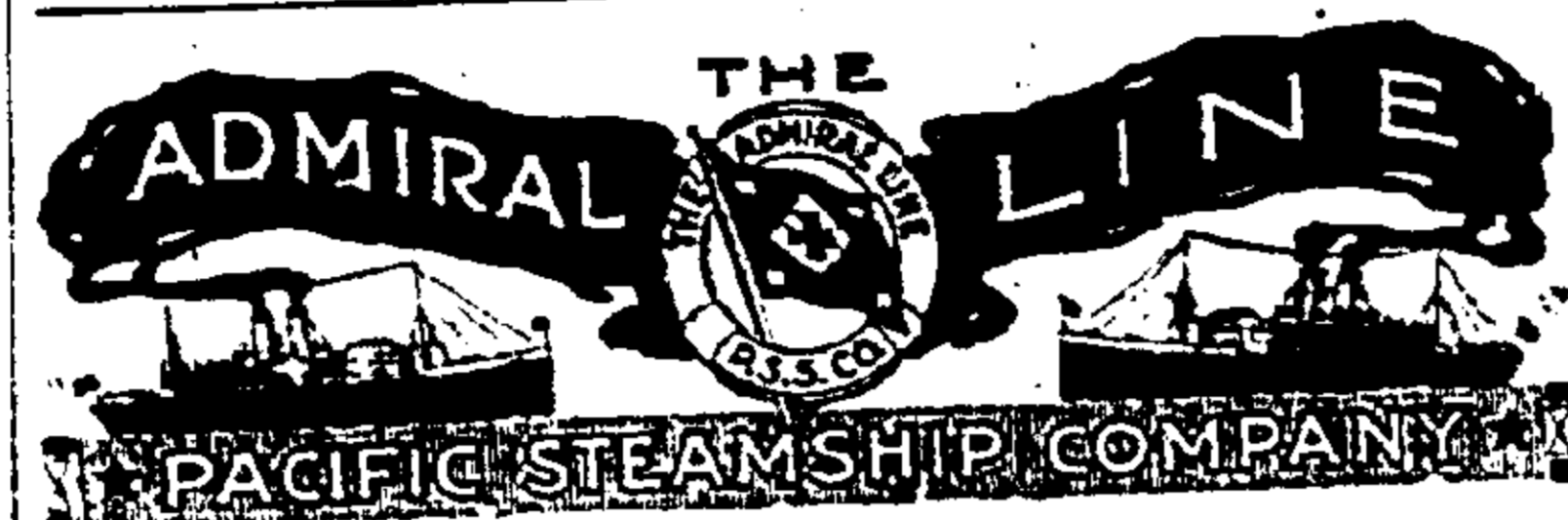
Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING
THIRD FLOOR

TEL 792 795



Operating following U.S. Shipping Board Steamers.

PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

S.S.	From Hongkong	Arrive Seattle
Silver State	Aug. 13	Sept. 2
City of Spokane	Aug. 16	Sept. 5
Keystone State	Sept. 2	Sept. 22
Wenatchee	Oct. 2	Oct. 22

PASSENGER & FREIGHT

FOR TRIESTE & HAMBURG.

S.S. CHINA SEAS August 23.

FOR PORTLAND DIRECT.

Calling Manila, Shanghai, Kobe & Yokohama.

S.S. Abercrombie Sept. 5.

Through Bills of Lading issued to Overland common points

Passengers and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor Hotel Mansions.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO. REGULAR SERVICE

TO SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

GLYMONT Sailing Sept. 2.

CADARETTA Sailing Sept. 13.

FREIGHT ONLY.

FOR SAIGON.

LAKE FARRAR Freight Sailing Aug. 16.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor Hotel Mansions. PASSENGER OFFICE.

Tel. 2477 & 2478. Queen's Bldg. 2, Ice House St.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. BELLFLOWER Aug. 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC..

THE ADMIRAL LINE AGENTS.

Telephones 2477 & 2478. 5th floor, Hotel Mansions.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"

will be despatched to

Singapore & Belawan Deli direct.

28th of August.

This vessel offers excellent cabin-accommodation for saloon

passengers.

Single and double cabins.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN-LYN.

Telephones No. 1574.

Agents.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong.

"ATREUS" via Suez Canal 29th August.

"CITY OF CANTON" via Suez Canal 8th September.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change with out notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between
Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
RAJDA	August	Amsterdam & Hamburg	10th Aug.
RIJNDARI	September	Rotterdam & Hamburg	25th Sept.
ALDERAMIN	October	Rotterdam & Hamburg	24th Oct.
BOEROE	November	Amsterdam & Hamburg	10th Nov.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents.

York Building.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

Abeichi, from Osaka.

Miss Haber, Hongkong Hotel.

(2) from Amoy.

Boswell, from Kobe.

Skorsky China Merchant.

ss. Hsinchang, from Shanghai.

Vitality, Hongkong Hotel from Shanghai.

Brent Toller, Care International Bank from New York.

Migino Ozumuri Oesakai, from Tondayayashi.

Idetoshio, Steamer Korean, from Kobe.

Chen Passenger, Ascanius Bluefunnel, from Amoy.

Yuwoochong, from Shanghai.

0691, from Hankow.

Fanyut, from Tientsin.

Nam, Yeewoochung, from Shanghai.

TH. KRING.

Superintendent.

Hongkong, Aug. 11, 1921.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

Extrans, from Shanghai.

Faversham, from Seattle.

Mcgrath, from Rothwell.

Mr. Unit Millen, from Saigon.

Orient, from Singapore.

Petroatic, from Calcutta.

Willgibb, from Seattle.

M. E. F. AIREY.

Superintendent.

Hongkong, Aug. 11, 1921.

COMMERCIAL NEWS.

CANADA'S IRON INDUSTRY.

Canada is making great strides as an industrial country. When reconstructed, the blast furnaces at Port Arthur, Ontario, will have an annual output of 100,000 tons of iron.

A YEAR'S TRADE AT ANTWERP.

A Brussels message says that the arrivals at the port of Antwerp during the first six months of this year were 153 sailing vessels, totalling 25,703 tons, and 8,893 steamers, totalling 6,320,290 tons—a total increase of 1,220 vessels and of 1,220,553 tons on the corresponding months of last year. This increase is largely due to the coal traffic, following the British coal stoppage.

A NEW LABOUR-SAVING DEVICE.

Power-driven planing machines have been in use for some time, but it was always necessary to finish off certain portions of the deck, notably those next a bulkhead or deck fittings, by hand. This disadvantage has been overcome by a motor-driven planing machine, which is patented and manufactured by Messrs. Swan, Hunter, and Wigham Richardson, of Wallsend-on-Tyne, and Mr. J. Holdcroft. The chief feature of the machine is a wheel, carrying cutters round its periphery, driven by an electric motor supplied from the works' mains. The wheel overhangs the main bearings so that it can be placed almost in contact with the bulkhead or side of a compartment in which a wood deck is laid. In this manner the use of the hand plane for finishing off is entirely avoided. There are several special details which particularly add to the efficiency of the machine. To make the cut more uniform and reduce the jar on the cutters, the cutters are arranged helically round the periphery and secured in place by keep rings preventing the cutters from working loose. The cutter wheel is belt-driven from the motor, which is also used to propel the machine at a strictly regular rate. The depth of cut can readily be adjusted.

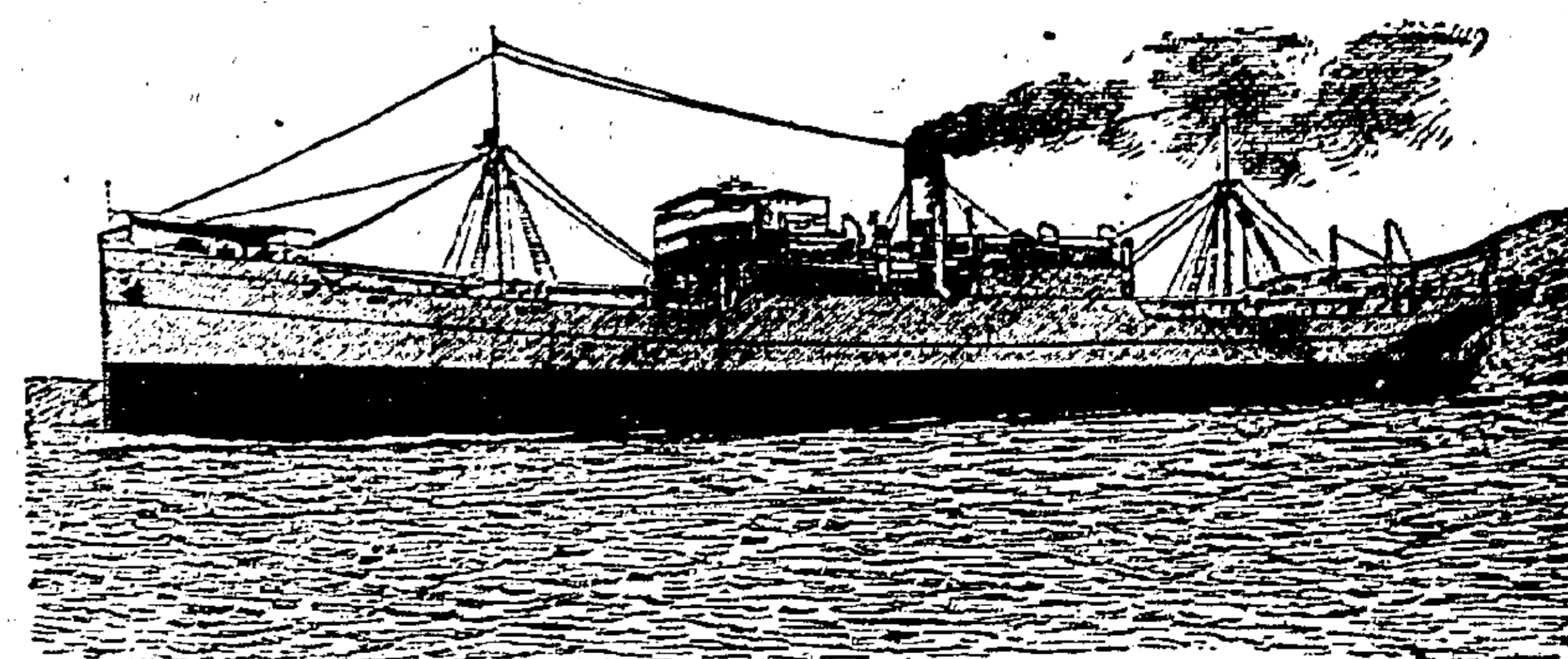
Another feature is the use of roughing and finishing cutters. Toothed cutters are used to roughly fair the surface of the deck and to clean it from pitch before the finishing cutters are used. These toothed cutters are specially useful for they clear themselves and do not get clogged with pitch as is the tendency with the straight knives. The same firm have also devised a motor-driven cutter on a hand plane, i.e. one pushed by hand. The former machine is carried on a four wheel trolley, which is self-propelled, and has only to be guided in a similar manner to a lawn mowing machine. The hand plane no doubt will prove useful, but it cannot prove to be so successful a labour-saving device as the power propelled machine. Full particulars of these devices can be obtained from the makers, who, it is understood, are arranging to manufacture them for the market.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO," HONGKONG

Codes Used: A1: A.B.C. Fifth Edition Engineering, First and Second Edition
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C., M.I.N.A., KOWLOON DOCK, HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
 STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA,
 INCLUDING NEW ZEALAND & QUEENSLAND PORTS,
 RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
MANELA	7,300	25th Aug.	M'tes. London & Antwerp.
DUNERA	15,400	20th Aug.	S'pore, Colombo & B'bay.
KASHMIR	9,000	2nd Sept.	M'tes. London & Antwerp.
KHYBER	9,000	16th Sept.	M'tes. London & Antwerp.
KHIVA	9,000	14th Oct.	M'tes. London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	8,100	18th Aug.	Calcutta via Straits.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	22nd Aug.	Melbourne via M'n'a. Thursday
EASTERN	4,000	19th Sept.	Island, Townsville, Brisbane and Sydney.

SAILINGS TO SHANGHAI & JAPAN.

KHYBER	9,000	16 Aug. noon	Shanghai & Japan.
TANDA	7,000	19th Aug.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.
 WIRELESS ON ALL STEAMERS.
 Parcel Messengers: Goods under 25 lbs. X 14 X 10 will be received at the Company's Office up to noon on the day previous to sailing.
 For Passage Rates, Handbooks, Freight, etc. apply to
MACKINNON, MACKENZIE & CO
 22, Des Voeux Road Central. Agents.

N.Y.K.

NIPPON YUSEN KAISHA.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.
 FUSHIMI MARU (Omitting Manila) Tuesday, 23d Aug. at 11 a.m.
 KATORI MARU Friday, 26th Sept. at 11 a.m.
 KASHIMA MARU (Omitting Manila) Tuesday, 4th Oct. at 11 a.m.
 LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

KLEIST Sunday, 14th Aug. at 11 a.m.
 MI-HIMA MARU Friday, 19th Aug. at 11 a.m.
 HAMBURG, LONDON & ROTTERDAM.
 TOTORI MARU Monday, 22nd August.

LIVERPOOL & MARSEILLES via Suez.
 MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday, Island, Townsville & Brisbane.
 AKI MARU Tuesday, 16th Aug. at 11 a.m.
 TANGO MARU Tuesday, 20th Sept. at 11 a.m.

NEW YORK VIA PANAMA.
 LYONS MARU Thursday, 18th August.
 TAKAOKA MARU Thursday, 20th August.

SOUTH AMERICAN PORTS via Cape.
 KANAGAWA MARU Friday, 16th September.
 BOMBAY & COLOMBO via Singapore.

NOROKA MARU Saturday, 20th August.
 TANBA MARU Friday, 2nd September.
 CALCUTTA & RANGOON via Singapore & Penang.

YAKODATE MARU Wednesday, 10th August.
 YEBOSHI MARU Tuesday, 30th Aug.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
 TANGO MARU Friday, 19th Aug. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
 MIYO MARU Wednesday, 17th August.
 INABA MARU Friday, 19th Aug. at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA.**
 Telephone Nos. 292 & 293. K. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjililiwong	Hongkong	in port	12th Aug.	Belawan-Deli Java
Tjikini	Java	in port	17th Aug.	Shanghai
Tjibodas	Japan	15th Aug.	19th Aug.	Java
Tjibodas	Java	21st Aug.	25th Aug.	Shanghai

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING
JAVA PACIFIC LIJN.
 NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Simaloor	Java	28th Aug.	2nd Sept.	San F'co direct

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON
 FOR NEW YORK VIA SUEZ.
S.S. "BOLTON CASTLE"

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRIESTE" End of August.

FOR SHANGHAI.

S.S. "TRIESTE" Sailing on or about 18th August.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

Sailing from Colombo to South African Ports—

S.S. "UMONA" Sailing the beginning of September.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
 SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	21st Aug.	24th Aug. at 4 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 35.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

Steamer	Sailing
London, Rotterdam Hamburg	Sandon Hall 19th Sept.
London, Rotterdam Hamburg & Genoa	Kentucky 11th Oct.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
M.V. "GLENARIFFE"	19th Aug.
"GLENARA"	4th Sept.
"GLENAPP"	30th Sept.
"CARNARVONSHIRE"	10th Oct.

HOMWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENARA"	3rd Sept.	GENOA, L'DON, E'DAM & H'BURG
"GLENAMOIY"	6th Sept.	GLASGOW, L'DON & ROTTERDAM
"GLENARA"	25th Sept.	GENOA, E'DAM, H'BURG & HULL
"GLENARIFFE"	26th Sept.	GLASGOW & ROTTERDAM

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3695

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" Sailing on or about the 20th Aug.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents.

Tel. 3307.

113, Consuept Road Central.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TTSIN via W'wai, C'foo	Cheongshing	Sat., 13th Aug. at noon.
SHANGHAI	Hangsang	Sun., 14th Aug. at d'light.
SHANGHAI via Swatow	Kwongsang	Sun., 14th Aug. at 8 a.m.
HAIPHONG via Hoihow	Taksang	Tues., 16th Aug. at 8 a.m.
KOBE via Shanghai	Fooksang	Tues., 16th Aug. at 10 a.m.
BANGKOK via Swatow	Mingsang	Wed., 17th Aug. at 10 a.m.
SHAI & T'rau via S'tow	Hopsang	Wed., 17th Aug. at noon.
SANDAKAN	Yangsang	Thur., 25th Aug. at noon.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Return, from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & s.s. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Daru.

TIENSIN LINE.—A regular service is run from March to Nov. between T'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Chenan	14th Aug. at d'light.
AMOI & SHANGHAI	Shantung	17th Aug. at d'light.
SWATOW & SINGAPORE	Huoh	15th Aug. at noon.
SWATOW & BANGKOK	Kalgan	15th Aug. at noon.
W'WEL, CHEFOO & TTSIN	Muichow	15th Aug. at 4 p.m.
SHANGHAI	Sinkiang	16th Aug. at noon.
H'HOW, PHOI & H'PHONG	Kalong	17th Aug. at 9 a.m.
SHANGHAI	Soochow	18th Aug. at noon.
MANILA, CEBU & ILOILO	Taming	19th Aug. at 4 p.m.
SHANGHAI & TSINGTAO	Yingchow	20th Aug. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wosung.

BANGKOK LINE.—Weekly service to and from S'kok via S'tow. For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 35.

Hongkong Aug. 12, 1921

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Maiching	A. H. Stewart	FRI., 12th Aug. at 4 p.m.
Hailong	W. Couper	TUES., 16th Aug. at 2 p.m.
Hailong	W. C. Pasmore	FRI., 19th Aug. at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service

between

JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call:—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Samarang Maru" ... Sailing on or about 21st Aug.

FOR JAPAN.

Ports of call:—Mojji, Kobe, Osaka and Yokohama.

S.S. "Cheribon Maru" ... Sailing on or about 20th August.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraphy. For further particulars please apply to—

K. SUZUKI,

No 5, Queen's Road Central. Tel. No. 2206.

Manager.

SHIPPING NEWS.

DAIREN VERSUS VLADIVOSTOK.
 The recent political change at Vladivostok tended to divert some of the legitimate Vladivostok trade to Dairen, but since the middle of last month, the tables have been turned.

TUGS RELEASED FOR COMMERCE.
 A number of the powerful "Rescue" type of tugs have been released by the Admiralty, and are now available for commercial purposes. The vessels all bear the names of saints.

U.S. SHIPPING BOARD.

APPROPRIATION.

Washington, July 27.—Mr. Albert Lasker, Chairman of the U.S. Shipping Board, has asked the House Appropriations Committee for an immediate appropriation of \$125,000,000 to meet the expenses of the Shipping Board for five months.

HAMBURG-AMERICA LINE FOR THE EAST?

The Hamburg-America line is reported by a Japanese paper to be considering the opening of an Oriental service next February. It has ordered the construction of three passenger ships of 22,000 tons, of which two, it is said, will be put on the Oriental line.

ADMISSION TO ARGENTINA.

With reference to the crew of a Japanese ship arriving in Argentina, who are now required to be provided with passports or certificates issued by the proper authorities and vised by a Japanese Consul in Argentina, the Foreign Office, Tokyo, has wired to Mr. Yamazaki (Charge d'Affaires at Buenos Aires) instructing him to negotiate for excluding the Japanese from amenability to the above requirement. The Argentine Government has held conferences with the representatives of the shipping companies of different countries and intends to revise the passport regulations above referred to. Pending the revision, the above regulations may be suspended from operation, as declared by the Director of the Immigration Board, Argentina.

EXPLOSION OF BOILER.

The British Board of Trade has issued an interesting report of an inquiry into an explosion from a main boiler of the s. Baltriger, 1,143 tons, built at Copenhagen in 1917, which at the time of the accident was lying in the East India Docks, London. The vessel had her boilers fitted for liquid fuel; she carries a British passenger certificate, and her boilers were surveyed in October of last year. The vessel is classed A1, and the boilers were also surveyed by a Lloyd's surveyor. The explosion, it was found, was caused by shortness of water in the boiler; the water level had been reduced to about half the height of the high furnace tubes whilst the oil burners were in action, thus heating the dry plates to a temperature at which they were too soft to withstand the pressure of steam in the boiler. The Engineer-Surveyor-in-Chief to the Board of Trade remarks that there is no doubt that this explosion was the result of overheating, due to a shortage of water in the boiler. The evidence is clear on the point as to the boiler having been pumped up to the proper working level before the top manhole door was put on, and it would appear that the water level was reduced after the fires were lit, probably by an unsuspected escape during the process of circulating the water by means of a pump so arranged as to draw water from the boiler blow-down valves and discharge it to one of four different directions through a four-way cock. The water having disappeared from the water-column gauge glasses, those in charge, for some reason or another, mistook empty gauge glasses for full ones, and all their actions, subsequently and up to a short time before the explosion occurred, appear to have been directed towards reducing the amount of water in the boiler in which it was already dangerously low. An operation whereby the water in a boiler is circulated by drawing water from the lower part and pumping it in again at a higher level requires an intimate knowledge of all the pump connections, and great care and intelligence should be observed in manipulating them. In this case, a junior engineer was in charge, and some confusion appears to have taken place with regard to the connections, which no doubt resulted in the loss of a considerable amount of water. The subsequent mistake made by the chief engineer in treating the boiler as overfilled is, the report state, quite inexplicable.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.		Banks.	
H.K. & S. Bank	sa.	730	
" E.S. paid	b.	420	
Bk. of E. Asia	b.	152	
Marine Insurance.			
Canton	b.	403	
North China	b.	144	
Union	b. & sa.	227 1/2	
Yangtze	b.	24 1/2	
Far Eastern	b.	22	
Fire Insurance.			
China Fire	b.	120	
H. K. Fire	b.	325	

Shipping.

Douglas	b.	54 1/2
H.K. Steamboat	b.	25 1/2
Indos (Pref.)	b.	38
Indo Def. Lon/Reg.	b.	38 1/2
Indo Def. H.K. Reg.	b.	37 1/2
Shells	b.	102 1/2
Ferries	b.	28

Refineries.

Sogara	b.	193
Malabara	b.	53

Mining.

Kallang	b.	82 1/2
Langkai	b.	10 1/2
Shanghai Loans	b.	10 1/2
Shai Explorations	b.	10 1/2
Raub	b.	10 1/2
Tronoh	b.	10 1/2
Ural Caspian	b.	10 1/2

Docks, Wharves, Godowns, &c.	
H.K. Wharves	sa.
K. Docks	b.
Shai Docks	b.
N. Engineerings	b.

Lands, Hotels & Buildings.	
Centrals	b.
H.K. Hotels	b.
H.K. Lands	b.
H. Phay's Est.	b.
K. Loan Lands	b.
L. Reclamations	b.
West Points	b.

Cotton Mills.	
Ewas	b.
Kung Yik	b.
Lau Kung Mow	b.
Oriental	b.
Shai Cottons	b.
Yangtzeppoo	b.

Miscellaneous.	
Cements	b. 17.10 sa.
China Light old	b.
Do. Light new	b.
China Provident	b.
Dairy Farms	b.
Electric H.K.	b.
Electric Macao	b.
Hongkong Ropes	b.
H.K. Tramways	b.
Peak Tram, old	b.
Do. new	b.
Steam Laundries	b.
Steel Foundries	b.
Water-boat	b.
Watsons	b.
Wm. Powells	b.
Wiseman's	b.
Do New Issue	b.

Hongkong, Aug. 12, 1921.

PASSENGERS ARRIVED.

Per Empress of Russia—Col. C. T. Bell, Mrs. Blakeney, Mr. A. Burton, Mr. J. D. Birrell, Miss L. Burton, Mrs. M. L. Brangan, Mr. K. F. Badenhop, Mr. B. Beaton, Mrs. Miss Beaton, Mr. M. Brodie, Mr. P. P. Buckley, Mrs. Joan Campbell, Miss E. A. Card, Mr. F. R. Caballero, Mr. S. Chofre, Mr. and Mrs. F. C. Clanton, Mr. and Mrs. S. H. Cohen, Mrs. I. Crush, Miss M. X. Da Rosario, Rev. C. Desmet, Mr. and Mrs. H. J. Edde, Mr. H. Fleicher, Mr. E. Grossman, Mrs. Grossman, Mr. J. S. Gardiner, Mr. J. A. Hayes, Mr. S. S. Harbut, Mr. and Mrs. G. E. Layton, Mr. and Mrs. J. E. Lennecker, Mr. M. Levy, Miss M. M. Leonard, Mr. P. Markley, Mr. and Mrs. L. K. V. Moon, Mr. K. N. Martin, Mr. A. Melian, Dr. and Mrs. H. M. McCandless, Mr. E. L. McCloskey, Miss A. McCubbin, Mr. C. E. Phipps, Mr. R. Ponaranda, Mr. S. Pajarillo, Miss R. Rogaloky, Miss M. S. Rogers, Mr. J. H. Spinkson, Mr. D. Stewart, Mr. J. E. Salmon, Mr. W. A. Sandheimer, Mr. B. H. Sellinger, Mrs. P. A. Stafford, Mr. T. J. Wolf, Mr. K. Watanabe, Mr. Wm. C. Young, Mr. A. Ejercite, Mr. E. Ejercite, Mr. C. S. Estal, Mr. A. Hales, Mr. Jose Francisco, Mr. M. Lopez, Sister Marie du Resaries, Mr. H. Nelson, Mr. Nazarie Beltran, Mr. Pabia Norberto, Mr. B. O. Oculte, Mr. Pastor de Ocampo, Sister St. Stanislas Kavka, Mr. Saneon de Vera, Mr. T. Vilar, Mrs. M. N. Victor and 2 children, Mr. N. Victor.

HONGKONG STORM SIGNAL CODE (Local). Revised on 1st June, 1920.

DAY SIGNALS.		MEANING.
SIGNAL.	SYMBOL.	
1.	(RED) ▲	A typhoon exists which may possibly cause a gale at Hongkong within 24 hours.
2.	▲	Gale expected from the North (N.W. to N.E.)
3.	▲	South (S.E. to S.W.)
4.	▲	East (N.E. to S.E.)
5.	▲	West (N.W. to S.W.)
6.	▲	Gale expected to increase.
7.	▲	Wind of typhoon force expected (any direction).

Signal No. 7 will be accompanied by three explosive bombs, fired at intervals of 15 seconds at the Water Police Station and repeated at the Harbour Office.

The signal can be used when it is considered that all danger is over.

The signal can be used when the signal mast at the Royal Observatory, at the Harbour Office, H.M.S. Yarnor, Green Hill signal mast, the flagpole on the premises of Messrs. Guthrie and Co., the flagpole at the Harbour Office, the flagpole

NIGHT SIGNALS (LAMPS).						
1.	2.	3.	4.	5.	6.	7.
WHITE	WHITE	GREEN	GREEN	WHITE	GREEN	RED
WHITE	WHITE	WHITE	GREEN	WHITE	GREEN	GREEN
WHITE	GREEN	WHITE	WHITE	GREEN	GREEN	GREEN

The Night Signals will be displayed, as ordered, on the Eastern and Western Batteries, and on the Star Battery, Naval Observatory, on the tower of the Royal Observatory, and on the Signal Station, on the day signified.

The above table of Night Signals is to be used in the event of a typhoon blowing on shore; in the event of the Signal No. 7 will be made by the day signal.

Indications are given by this signal being first signified at night.

Naval Observatory, Hong Kong.

SUPPLEMENTARY WARNINGS.	
When local signals are displayed in the Harbour a CODE will be exhibited at the following stations:	
GAP ROCK	SAU KI WAN
WATERLOO	SAU KURO
WATERLOO	SAU KURO
WATERLOO	SAU KURO

CHINA SEAS STORM SIGNAL CODE. (Operative in Hongkong from the 1st June, 1920.)

1. The Signals are made by means of certain Symbols, each corresponding, for certain purposes, to a number.	
1	—
2	—
3	—
4	—
5	—
6	—
7	—

2. The Signals are hoisted at the yard-arm and mast-head of the Storm Signal Mast on S. 2nd Hill, Kowloon and have the following general characteristics:	
(a) 3 symbols at the yard-arm showing the direction of the centre of depression or depression of the wind (see Table No. 1).	
(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

3. The Signals are hoisted at the yard-arm and mast-head of the Storm Signal Mast on S. 2nd Hill, Kowloon and have the following general characteristics:	
(a) 3 symbols at the yard-arm showing the direction of the centre of depression or depression of the wind (see Table No. 1).	
(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

4. The Signals are hoisted at the yard-arm and mast-head of the Storm Signal Mast on S. 2nd Hill, Kowloon and have the following general characteristics:	
(a) 3 symbols at the yard-arm showing the direction of the centre of depression or depression of the wind (see Table No. 1).	
(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

5. The Signals are hoisted at the yard-arm and mast-head of the Storm Signal Mast on S. 2nd Hill, Kowloon and have the following general characteristics:	
(a) 3 symbols at the yard-arm showing the direction of the centre of depression or depression of the wind (see Table No. 1).	
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(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

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(a) 3 symbols at the yard-arm showing the direction of the centre of depression or depression of the wind (see Table No. 1).	
(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

10. The Signals are hoisted at the yard-arm and mast-head of the Storm Signal Mast on S. 2nd Hill, Kowloon and have the following general characteristics:	
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(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

11. The Signals are hoisted at the yard-arm and mast-head of the Storm Signal Mast on S. 2nd Hill, Kowloon and have the following general characteristics:	
(a) 3 symbols at the yard-arm showing the direction of the centre of depression or depression of the wind (see Table No. 1).	
(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

12. The Signals are hoisted at the yard-arm and mast-head of the Storm Signal Mast on S. 2nd Hill, Kowloon and have the following general characteristics:	
(a) 3 symbols at the yard-arm showing the direction of the centre of depression or depression of the wind (see Table No. 1).	
(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

13. The Signals are hoisted at the yard-arm and mast-head of the Storm Signal Mast on S. 2nd Hill, Kowloon and have the following general characteristics:	
(a) 3 symbols at the yard-arm showing the direction of the centre of depression or depression of the wind (see Table No. 1).	
(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

14. The Signals are hoisted at the yard-arm and mast-head of the Storm Signal Mast on S. 2nd Hill, Kowloon and have the following general characteristics:	
(a) 3 symbols at the yard-arm showing the direction of the centre of depression or depression of the wind (see Table No. 1).	
(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

15. The Signals are hoisted at the yard-arm and mast-head of the Storm Signal Mast on S. 2nd Hill, Kowloon and have the following general characteristics:	
(a) 3 symbols at the yard-arm showing the direction of the centre of depression or depression of the wind (see Table No. 1).	
(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

16. The Signals are hoisted at the yard-arm and mast-head of the Storm Signal Mast on S. 2nd Hill, Kowloon and have the following general characteristics:	
(a) 3 symbols at the yard-arm showing the direction of the centre of depression or depression of the wind (see Table No. 1).	
(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

17. The Signals are hoisted at the yard-arm and mast-head of the Storm Signal Mast on S. 2nd Hill, Kowloon and have the following general characteristics:	
(a) 3 symbols at the yard-arm showing the direction of the centre of depression or depression of the wind (see Table No. 1).	
(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

18. The Signals are hoisted at the yard-arm and mast-head of the Storm Signal Mast on S. 2nd Hill, Kowloon and have the following general characteristics:	
(a) 3 symbols at the yard-arm showing the direction of the centre of depression or depression of the wind (see Table No. 1).	
(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

19. The Signals are hoisted at the yard-arm and mast-head of the Storm Signal Mast on S. 2nd Hill, Kowloon and have the following general characteristics:	
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(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

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(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

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(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

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(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

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(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

24. The Signals are hoisted at the yard-arm and mast-head of the Storm Signal Mast on S. 2nd Hill, Kowloon and have the following general characteristics:	
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(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

25. The Signals are hoisted at the yard-arm and mast-head of the Storm Signal Mast on S. 2nd Hill, Kowloon and have the following general characteristics:	
(a) 3 symbols at the yard-arm showing the direction of the centre of depression or depression of the wind (see Table No. 1).	
(b) 3 symbols at the mast-head showing the time the warning was issued by the Royal Observatory (see Table No. 2).	

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING—	
HONGKONG HOTEL	(Hongkong)
REPULSE BAY HOTEL	PENINSULA HOTEL (Kowloon)
HONGKONG HOTEL GARAGE	(under construction)
TOWN GARAGE & SHOW ROOMS	RUSSELL STREET GARAGE
REPULSE BAY GARAGE	
PROPRIETORS:	
THE HONGKONG HOTEL CO., LTD.	

KING EDWARD HOTEL.

CENTRAL LOCATION.	
ELECTRIC LIGHTS AND LIGHTING.	
TELEPHONE ON EACH FLOOR.	
HOTEL LAUNCH MEETS ALL STEAMERS.	
Tel. 373.	Telegraphic Address: "VICTORIA"
	J. WITCHKILL, Manager.

THE PEAK HOTEL.

550 FEET ABOVE SEA LEVEL	
15 MINUTES FROM LANDING STAGE.	
UNDER THE MANAGEMENT OF	
MRS. BLAIR.	

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.	
THE PREMIER HOTEL. FINEST SITUATION.	
EXCELLENT CUISINE.	
ARTHUR E. ODELL,	
(Late Grand Hotel, Southcliffe, England and Royal Palace Hotel, London, W.)	

KINGSCLERE HOTEL MID-LEVEL KNOTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co., General Agents
Are resident Managers.

RIVER LEVELS.

As a guide to shippers and others interested in the water levels of the river we have been requested by the Board of Conservancy Works of Kwangtung to publish the following table of water levels. The levels are taken at 10 a.m. each day.

Place of Observation	Highest W. L. recorded	Lowest W. L. recorded	W. L. on Aug. 12	W. L. on Aug. 11
Wuchow, West River	79.50	24.2	28.50	28.90
Kongmoon,	14.70	0.80	6.10	
Linkonghow, North	57.00	0	7.00	6.80
Samshui,	27.35	5.00	8.70	8.20
Sheklung, East	15.15	0.93	2.59	2.45

PEAK TRAMWAYS CO., LTD.

TIME TABLE.		WEEK DAYS.	
7.00 a.m.	to 8.30 a.m.	Every 15 min.	
8.30 a.m.	to 12.30 p.m.	Every 15 min.	
12.30 p.m.	to 3.30 p.m.	Every 15 min.	
3.30 p.m.	to 6.30 p.m.	Every 15 min.	
6.30 p.m.	to 8.30 p.m.	Every 15 min.	

NIGHT CARS.

8.30 p.m.	to 11.30 p.m.	Every 30 minutes
11.45 p.m.		

SATURDAYS.

7.30 a.m.	to 10.30 a.m.	Every 15 min.
10.30 a.m.	to 12.30 p.m.	Every 15 min.
12.30 p.m.	to 3.30 p.m.	Every 15 min.
3.30 p.m.	to 6.30 p.m.	Every 15 min.
6.30 p.m.	to 8.30 p.m.	Every 15 min.

SUNDAYS.

7.30 a.m.	to 10.30 a.m.	Every 15 min.
10.30 a.m.	to 12.30 p.m.	Every 15 min.
12.30 p.m.	to 3.30 p.m.	Every 15 min.
3.30 p.m.	to 6.30 p.m.	Every 15 min.
6.30 p.m.	to 8.30 p.m.	Every 15 min.

NIGHT CARS.

8.30 p.m.	to 11.30 p.m.	Every 30 minutes
11.45 p.m.		

SPECIAL CARS.

By arrangement at the Company's Office.
on Sunday and Public Holidays.

TIDE TABLE.

8th to 14th Aug., 1921.

Day	High Water	Low Water	High Water	Low Water
Mon. 8	h. m.	f. m.	h. m.	f. m.
Tue. 9	h. m.	f. m.	h. m.	f. m.
Wed. 10	h. m.	f. m.	h. m.	f. m.
Thurs. 11	h. m.	f. m.	h. m.	f. m.
Fri. 12	h. m.	f. m.	h. m.	f. m.
Sat. 13	h. m.	f. m.	h. m.	f. m.
Sun. 14	h. m.	f. m.	h. m.	f. m.

on morning; a afternoon

ENTERTAINMENT.

THE CORONET

RE-OPENS TO-MORROW

with
A Pathe Special
"A WOMAN OF PLEASURE"

KOWLOON THEATRE

Tel. K484 To-day at 5.45 &